





OTTAM & CO. for SNOW'S and BUCK



# LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held on Thursday in the Council Chamber. There were present: His Excellency the Governor (Sir Henry Blake, G.C.M.G.), Major-General Sir William Gascoigne, K.C.M.G. (Commanding the Troops), Hon. J. H. Stewart Lockhart, C.M.O. (Colonial Secretary), Hon. H. E. Pollock, K.C. (Acting Attorney-General), Hon. Commander R. M. Rumsey, R.N. (Harbour Master), Hon. C. M. Messer (Acting Colonial Treasurer), Hon. W. Chatham (Acting Director of Public Works), Hon. A. W. Brewin (Registrar General), Hon. C. P. Chater, C.M.G., Hon. T. H. Whitehead, Hon. J. Thurburn, Hon. J. J. Bell-Irving, Hon. Dr. Ho Kai, Hon. Wei A Yuk, Mr. C. Clementi (Acting Clerk of Councils).

## REPORT OF FINANCE COMMITTEE.

The Colonial Secretary laid on the table the Report of the Finance Committee, and moved its adoption.

The Acting Colonial Treasurer seconded, and the motion was carried.

## BLUE BOOK FOR 1900.

The Colonial Secretary laid on the table a despatch from H.E. the Governor covering the Blue Book for 1900.

**COCHRANE STREET HOUSE COLLAPSE.**  
Hon. T. H. Whitehead, pursuant to notice, asked the following question:—Will the Honourable the Attorney-General lay upon the table a copy of the Depositions taken by the Magistrate sitting as Coroner in the second enquiry into the deaths of 43 persons which occurred in the collapsed houses, Nos. 32 and 34 Cochrane Street, on the night of the 14th August ultimo, a copy of the Crown Solicitor's opening remarks and closing speech, and a copy of the Magistrate's decisions or finding in respect of the first as well as the second enquiries held in connection with that disaster?

The Acting Attorney-General:—Sir, I beg to lay upon the table the papers asked for.

**PEACE AND QUIET OF THE INHABITANTS.**  
The Acting Attorney-General moved, the third reading of a Bill entitled An Ordinance to amend An Ordinance for the better securing the Peace and Quiet of the Inhabitants of the Town of Victoria and its vicinity during the night time (No. 17 of 1884).

The Colonial Secretary seconded, and the motion was agreed to.

## WEIGHTS AND MEASURES.

The Acting Attorney-General moved the second reading of the Bill entitled An Ordinance to amend An Ordinance, entitled the Weights and Measures Ordinance, 1885 (No. 8 of 1885). He said:—The reasons for this Bill are fully stated in the objects and reasons attached to the Bill. In committee on the Bill I shall have one amendment to move. In the last line of clause 5, after the word "second," I shall move that the words "or any subsequent" inserted, so as to prevent any doubt as to the penalty for any subsequent offence or the second offence.

The Colonial Secretary seconded, and the motion for the second reading was carried.

The Council thereafter went into committee on the Bill, when the amendment proposed by Acting Attorney-General was agreed to.

On the Council resuming, the Acting Attorney-General moved that the Council re-committee the Bill, as he had another amendment to move.

The Colonial Secretary seconded, and the motions were carried.

The Acting Attorney-General then moved that in the last line of clause 2 the word "them" should be substituted for "him."

The Colonial Secretary seconded, and the amendment was agreed to.

The Council thereafter resumed. The third reading of the Bill was not moved.

## NEW TERRITORIES LAND COURT.

The Acting Attorney-General moved the second reading of the Bill entitled An Ordinance to amend "The New Territories Land Court Ordinance, 1900" (No. 18 of 1900). He said:—Hon. members will see the objects and reasons stated at the end of the Bill. I would also propose to move, in committee on the Bill, certain amendments which are shown in the memorandum circulated to hon. members. There are also stated in that memorandum the objects and reasons for moving the amendments. I have also a small amendment to move in clause 4 of the Bill—that the word "Government" before the word "Gazette" be deleted.

The Colonial Secretary seconded the motion for the second reading, which was agreed to.

The Council thereafter went into committee on the Bill, when the Acting Attorney-General, seconded by the Colonial Secretary, moved the following amendments:—

- That in clause 2 of the Bill,—
  - The words "or where in the opinion of the Registrar it is desirable to obtain further information as to the ownership of any lot then" be inserted between the words "claim" and "it";
  - The word "such" before the word "person" be omitted; and
  - The word "any" be inserted before the words "such information."
- That in clause 3 of the Bill, in sub-section (1) of section 7A, the words, "and if he is required so to do to mark out clearly by boundary marks to the satisfaction of the Court the limits of the land" be inserted after the word "land."
- That in clause 4 of the Bill, sixth line, the word "Government" before the word "Gazette" be deleted.

The amendments were agreed to. On the Council resuming the third reading of the Bill was not moved.

## PUBLIC HEALTH ORDINANCE.

The Acting Attorney-General moved the second reading of the Bill entitled An Ordinance to amend the Public Health Ordinance, 1901 (No. 13 of 1901).

**COTTAM & Co. for EVENING DRESS SHIRTS.**

The Colonial Secretary seconded, and the motion was agreed to.

The Council thereafter went into committee on the Bill, and on resuming, there being no alterations, the Bill was read a third time and passed.

## FINE ARTS WORKS COPYRIGHT.

The Acting Attorney-General moved the second reading of the Bill entitled An Ordinance relating to Copyright in Works of the Fine Arts, and for repressing the Commission of Fraud in the Production and Sale of such Works. He said:—The reasons for this Bill are stated in the objects and reasons attached. A complaint has been made by a photographer in this Colony that his photographs are being extensively reproduced by others without his permission, and it seems accordingly desirable that the provisions of the English Copyright Act of 1862 relating to Copyright in Works of Fine Art should be introduced into this Colony.

The Council thereafter went into committee on the Bill, and on resuming, there being no alterations, the Bill was read a third time and passed.

## TO AMEND AN ORDINANCE.

The Hon. J. J. Bell-Irving moved the second reading of the Bill entitled An Ordinance to amend Ordinance 15 of 1887, and to remove any doubts as to the validity of any matters done under it. He said:—The object of this Bill is to rectify an omission which has arisen in connection with Ordinance 15 of 1887. By the terms of that Ordinance it was enacted that that Ordinance should not come into operation unless and until the Officer Administering the Government notified by Proclamation that it was Her Majesty's pleasure not to disallow the same, and thereafter it should come into operation upon such day as the Officer Administering the Government should notify by the same or by any other Proclamation. By some mistake that Proclamation was not issued.

Hon. C. P. Chater seconded, and the motion was carried.

The Council thereafter went into committee on the Bill, and on resuming, there being no alterations, the Bill was read a third time and passed.

The Council then adjourned till Thursday. The estimates will not be taken on that day.

## LABUAN NOTES.

(From our own Correspondent.)

LABUAN, September 18th.  
THE "LORNA DOONE" CASE.  
On the 10th April last the *Telegraph* published particulars of the seizure of the Sarawak steamer *Lorna Doone* by the Labuan Board of Management for having opium and *chandu* on board manifested as through cargo from Kuching to Limbang. The steamer, it will be remembered, only called at Labuan en route to land H.B.M. Consul who had been on official business to Sarawak. Your leading article on the subject rightly described the incident as fit for one of Gilbert and Sullivan's operas rather than a plain tale of latter day fact.

The quixotic action of an amateur judge was subsequently very clumsily attempted to be whitewashed by an equivocal letter to the *Singapore Free Press* signed by the Harbour Master here—an official who had not intervened in the seizure, but a subordinate of the judge (?)—containing absurdly incorrect statements in attempted justification of official action which had been prompted by that pernicious Celest al influence at that time rampant and so detrimental to the interests and dignity of the Colony of Labuan.

The *Telegraph's* presumption that Rajah Brooke would not allow the outrage to rest has proved correct. The Rajah lately arrived in England, and a few days ago the Sarawak agent in Labuan received a polite letter from the Labuan Government informing him that the confiscated opium or *chandu* would be returned at once for export to its original destination, Limbang. Two days later the Sarawak mail arrived and the local Government's sudden action was explained. It is a great satisfaction to learn that the Colonial office has condemned this Government's action on all points and severely censured the action of the late Deputy Governor. The Colonial office have ordered the opium to be returned and the R. N. Borneo Government have been ordered to apologize, not only to Rajah Brooke but also to the captain of the s.s. *Lorna Doone*, who is a native and was arbitrarily arrested. This is a bitter pill for the Chartered Company to swallow but they deserve it and nobody has any sympathy with them except those dependent on them. It is to be hoped that this wholesome lesson may have the effect of putting down the high-handed acts too frequently indulged in by some of its officials.

September 20th.  
SEQUEL TO "LORNA DOONE" BUSINESS.  
To-day the Rajah's steam launch *Gazelle* arrived from Limbang bringing back the *chandu* which the Government here sent over the day before. The Resident of Limbang now declines to receive it and declares it is not the original article seized on the *Lorna Doone*, but an inferior substitution! It will be interesting to see how this case ends?

September 22nd.  
MORE UNREST.  
The coasting steamer *Labuan* has brought down news from Kudat that great alarm existed there owing to an expected raid on the Tabacco Estates in Marudu Bay. The assistants from the outlying estates have all concentrated in the general managers' places, and the coolies on one estate have deserted in a body. Large quantities of tobacco, said to be worth 4,000,000 sterling, are stored waiting shipment, and if this is fired the Government will be placed in an awkward fix. It is also said the tobacco estates have lost \$100,000 owing to this enforced stoppage of work, but this amount is doubtless much exaggerated. Possibly this threatened attack is but a feint to draw the

**COTTAM & Co.'s LATEST SHAPES IN LINEN COLLARS.**

Government forces to the estates in Marudu Bay preparatory to making an attack elsewhere.

## REBELLION.

There are three or four expeditions now operating against the natives, officially designated as "a few marauding Bajangs," whereas in reality the native population in all the territory are discontented with the Company's rule and ready to take up arms in defence of their interests. Fortunately for the Company they have no strong leader, otherwise the Company's days would be numbered.

Yet with all these troubles hanging over them the company are courting fresh ones by trying to annex further territory, as described elsewhere.

The talent of dissimulation has become a fine art with the officials of this territory, the pity is it should be wasted on the desert air of Borneo instead of being employed with advantage in "high diplomacy" elsewhere.

## THE DEPUTY GOVERNOR.

It is much to be regretted we are to lose our present Deputy Governor at the end of the present month. He is the right man in the right place and his selection by the Governor showed much sagacity on the part of the latter. Under the former Deputy Governor the Colony had been allowed to drift into slipshod Asiatic ways, especially in allowing the Celestial community to wallow in their own filth. All this has been changed and the foreshore, especially under the town wharves, is no longer the dumping ground for all the Chinese refuse and night soil, but receptacles have been placed round the town at convenient sites and cleared out once a day. Chinese conservatism together with the fixed idea that they are masters here, is contrary to this change and their artifices may perhaps have worked in the well-known Chinese sympathies of the Governor in compassing this change. Not long ago our present Deputy Governor made a raid after the midnight hours in the market and found some scores of filthy Chinese coolies making sleeping apartments of the tables and stalls on which our food is exposed for sale, a habit they have been accustomed to for some time past. Fresh water is not over plentiful in Labuan and the stalls in consequence not over clean at the best of times. To have the exhalations from the carcasses of these coolies in addition to the natural filth of the places whence comes our food, is enough to turn the strongest stomach.

## THE FORESHORE.

Talking of exhalations the foreshore under the town wharves which as before stated was the dumping ground for all the Chinese refuse and night soil, emits such a perfume at low tide that steamers have been obliged to haul off the wharves at night. Complaints have reached me from the local steamers that their white paint on the shore side has been turned black during the night from this effluvia! I have hitherto been inclined to treat this as a "snake story" but recently the German s.s. *Kedah* was here and all her boats on the side facing the wharf were actually the colour of soot in the morning, and I personally saw her sailors engaged in the act of scrubbing and repolishing them.

## DEATH OF A GREAT ARCTIC EXPLORER.

Baron Nordenskiöld, one of the best-known Arctic explorers of recent times, has just died in Stockholm, Sweden, in the seventieth year of his age. We quote the following notice of his life from the *Brooklyn Eagle*, which says: "Baron Nordenskiöld was a Finn, but his ships always sailed under the Danish and Norwegian flags. He was a man of scientific attainment, a chemist, mineralogist, and geologist, as well as sailor and observer, and began his ventures into the North at the age of twenty-six, when he accompanied an expedition to Spitzbergen—an island group that he visited on several occasions afterward, pushing beyond that point on one of the trips to latitude 28° 41'. His great achievement was in effecting the Northeast passage, over twenty years ago—a performance that had its reward, not in his title or in scholastic honour, but in the extension of his fame throughout the world, and in the satisfaction in achievement which is, after all, the only reward of lasting consequence. "The Northeast passage, so long discussed, so often attempted, was successfully made by McClure and Perry. In the attempt to force it Sir John Franklin lost his life. The region has been mapped, but it is so constantly floored by ice that it is impractical for trading-ships, and must hence remain of no commercial consequence. "The Northeast passage, however, had never been forced. The land had been plotted on the maps, and explorations to the northern coast of Siberia had been carried on from the land side, but of the sea conditions little was known. Nordenskiöld solved its mysteries. He pushed the *Vega* through the ice all the way from North Cape to Bering Strait, keeping wisely, near to the shores, and thereby escaping the westward set of the pack which crushed the *Jeannette*, and carried the stouter ships of Dr. Nansen and the Duke of Abruzzi to the farthest North. Here again he proved a geographical fact, but he opened no way for commerce from Europe to the far East. It is of use, however, to learn of limitations as well as possibilities, and his successful voyage saved the expense in life and treasure of others that would have been unsuccessful. His daring, his energy, his industry, his additions to scientific knowledge brought honour to the name of Nordenskiöld. "A nephew of the explorer, Dr. Nordenskiöld, has just fitted out an expedition for the Antarctic, largely owing to his uncle's aid and enthusiastic approval. The elder Nordenskiöld dies too soon to share in the knowledge that may thus be gained."

**COTTAM & Co.'s VARIED ASSORTMENT OF SILK BRACES FOR EVENING WEAR.**

# Intimations.

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

### NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWENTY-EIGHTH ORDINARY YEARLY MEETING of the SOCIETY will be held at the HEAD OFFICE, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 10th October, 1901, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Accounts for the year 1900, and for the half year ending the 30th June, 1901, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 30th September to 10th October, both Days inclusive.

By Order of the Board,  
W. J. SAUNDERS,  
Secretary.

Hongkong, 19th September, 1901. [1033c]

## CANTON INSURANCE OFFICE, LIMITED.

### NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock (NOON), on THURSDAY, the 10th October, 1901. The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 17th October, both Days inclusive.

JARDINE, MATHESON & CO.,  
General Agents,  
CANTON INSURANCE OFFICE,  
LIMITED.

Hongkong, 25th September, 1901. [1058c]

## NOTICE.

TENDERS are invited for the Drawing and Removal of the Mies near BURNAY PIER recently used in connection with the raising of the Dredger "CANTON RIVER."

The Lowest or any Tender will not of necessity be accepted.

Tenders should be forwarded not later than the 7th instant.

MURRAY RUMSEY,  
Harbour Master, &c.

Harbour Department,  
Hongkong, 3rd October, 1901. [1087c]

## NOTICE.

THE Undersigned will not be RESPONSIBLE for any DEBTS contracted by his wife PALMYRA AUGUSTA TERCIO DA SILVA, and every person is hereby prohibited from giving her any Credit.

JOAO JOSE DAS DORES-BARROS.

Hongkong, 3rd October, 1901. [1088c]

## SMART CHINESE CLERK WANTED.

GOOD HANDWRITING, some Experience, state if Typewriter. Good position for an Able Man.

Apply to THE ROBINSON & CO., LD.,  
Hongkong, 3rd October, 1901. [1088c]

## WANTED.

AN EXPERIENCED LADY MANAGER for CRAIGIEBURN HOTEL. Apply by Letter, stating experience and enclosing copies of Testimonials, &c., to THE MANAGER, CRAIGIEBURN HOTEL.  
Hongkong, 8th August, 1901. [1832c]

## IMPERIAL BANK OF CHINA.

### WANTED.

AN EXPERIENCED MAN of business to Act as COMPRADORE from next China New Year. Full Particulars can be obtained on application to the Undersigned. By Order of the Board of Directors,  
E. W. RUTTER,  
Manager.  
Hongkong, 30th July, 1901. [812c]

## GREEN ISLAND CEMENT COMPANY, LIMITED.

### PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.  
\$3.30 per Bag of 250 lbs.

SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 1st June, 1901. [110]

## NEW VICTORIA HOTEL.

ROTISSERIE, *Mettis à la Carte.*  
CHOPS, STEAKS, etc., at any time, between 7.30 a.m. and 11 p.m.  
Monthly Tiffin at Moderate Rates.  
Madar & Farmer, Proprietors.  
Hongkong, 2nd September 1901. [958c]

T. M. STEVENS & CO.  
CARRY IN STOCK  
A FULL LINE OF "GERMINAL" MANILA CIGARS.  
T. M. STEVENS & CO.,  
Beaconsfield Arcade.  
Hongkong, 2nd September, 1901. [959c]

## JUST RECEIVED.

FIRST SEASON'S CONSIGNMENT of AMERICAN ASPARAGUS & DESSERT FRUITS, ALL KINDS.  
Apply to G. GIRAULT.  
Hongkong, 20th August, 1901. [667c]

## A. LING & Co., FURNITURE STORE.

(Next Door to Messrs. WATKINS & Co.)  
QUEEN'S ROAD, CENTRAL.  
Speciality: FOCHOOW LACQUER WARE.  
Hongkong, 18th June, 1901. [642c]


## HONG SING,

8, Beaconsfield Arcade.  
ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvasses, and Jacks. Complete Gentlemen's Outfitting.  
Hongkong, 30th August, 1901. [967c]

## NOTICE OF REMOVAL.

BEG to inform my Patrons and Public Generally that I have REMOVED my stores from No. 13 to No. 5, D'AGUILAR STREET.  
H. RUTTONJEE,  
Hongkong, 27th April, 1900. [14]

# INTIMATIONS.



**The Strong Chain**  
of evidence of satisfaction that comes from each new place in which

**RAINIER BEER.**  
is introduced, proves its merit. The three points in its favor are—purity, wholesomeness and a better flavor than any other beverage.

SOLE AGENTS:  
**A. S. WATSON & Co., LIMITED,**  
THE HONGKONG DISPENSARY.  
Hongkong, 21st September, 1901. [1028c]


**KRUSE & CO.,**  
CONNAUGHT HOUSE, HONGKONG.  
CIGAR MERCHANTS  
AND  
TOBACCONISTS.  
Fancy Goods of every description.  
**COLUMBIA BICYCLES.**

SOLE AGENTS FOR  
**Welsbach Incandescent Gasburners.**  
Hongkong, 2nd September, 1901. [954c]  
**W. BREWER & Co.**  
NEW STOCK.

JUST PUBLISHED.  
"THE YELLOW CRIME" Belegared in Peking. The Boxer's War against the Foreigner, by R. Coltman; 77 Photo Engravings. \$ 4.50  
WRITING CASES, BLOTTING CASES, PHOTOGRAPH CASES, PHOTO FRAMES, SCRAP BOOKS, CARD CASES, ENGAGEMENT PADS.  
Hongkong, 4th October, 1901. [689c]

**PETER SYS' WONDERFUL SPECIFIC.**  
THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPURIE, DYSENTRY, DIARRHCEA, HEMORRHAGE and ULCERATION OF THE BOWELS.  
Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.  
12th October, 1898. [121]

**THE VICTORIA DISPENSARY, HONGKONG.**  
**AERATED WATERS.**  
SIMPLE AERATED WATER. SODA WATER. LEMONADE. GINGER ALE. SARSAPARILLA. RASPBERRYVADE. TONIC WATER. LEMON SQUASH.  
755c] SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers.



**NEW PATENT SODA-WATER-MACHINE.**  
Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.  
The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.  
The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

**LEOPOLD SPATZ & CO.**  
Hongkong, 29th July, 1901. [7339c]

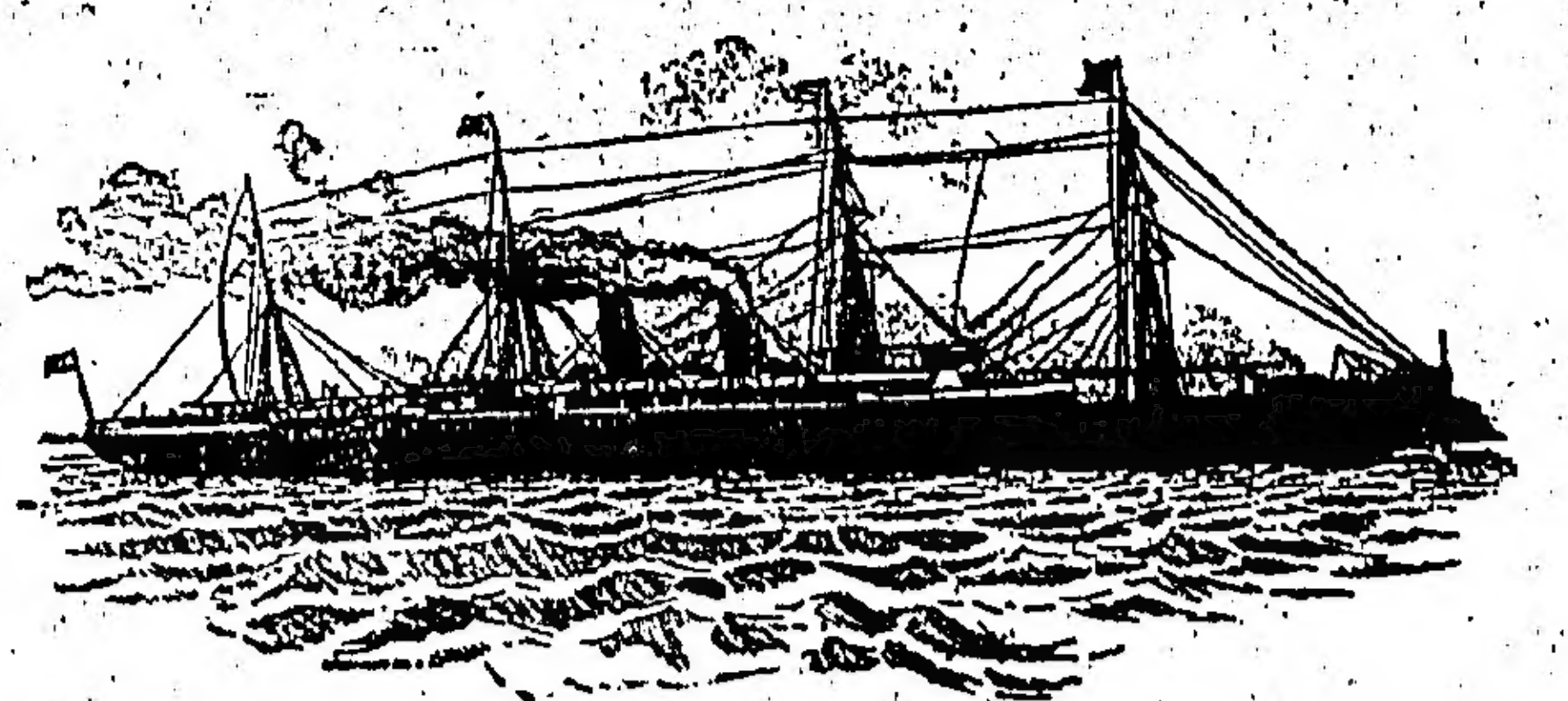
WORTH A GUINEA A BOX.  
**BEECHAM'S PILLS**  
FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES. 50 Cents per Box.  
Prepared only by the Proprietor—THOMAS BEECHAM, St. Helens, England.  
SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:—WATKINS, LIMITED, APOTHECARIES' HALL, 66, Queen's Road, Central, Hongkong. [44]

**MEE CHEUNG,**  
PHOTOGRAPHER,  
TOP FLOOR OF 101, HOUSE, IN Tei-House Road.  
I am now in a position, in his New and Commodious Premises, to edit, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. A speciality. GROUPS AND VIEWS.  
Hongkong, 22nd September, 1898. [140]



Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"ALBA" (P. M. S. S. Co.)	MONDAY, the 7th October.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th Nov., at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.
"GAELIC"	SATURDAY, 14th December, at Noon.

\* Via Moji and for Cargo only.

THE P. M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 19th instant, at Noon; taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day: all Parcel Packages should be marked to address in full; value of same is required.

Consolidated Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

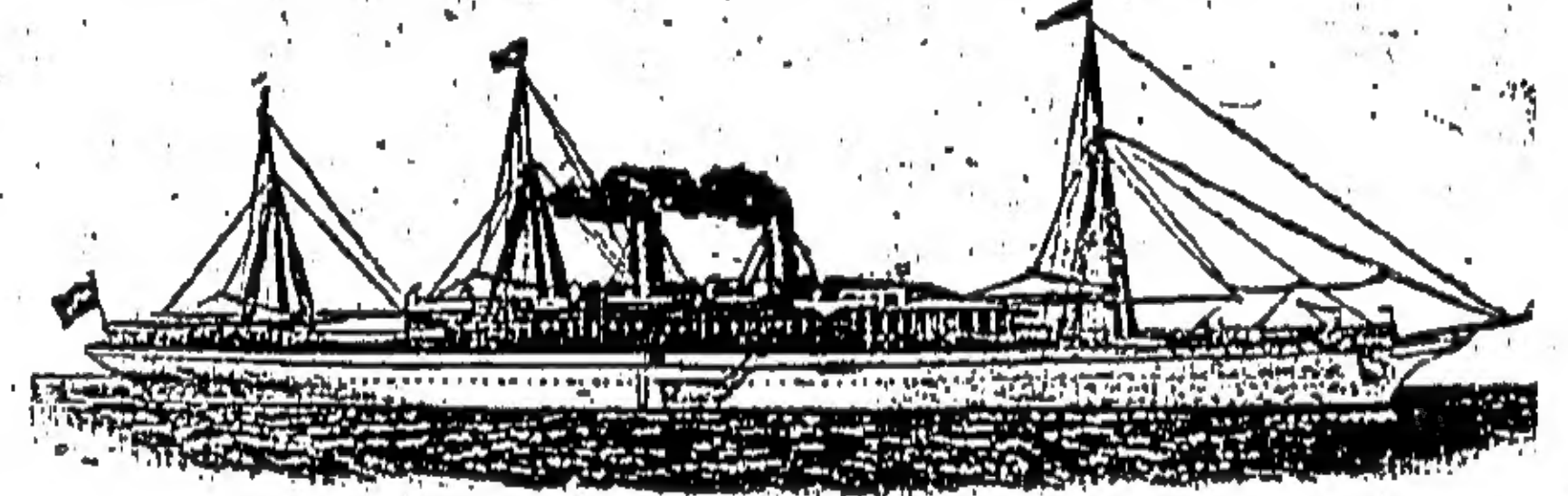
Merchants' Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 2nd October, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.
EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 20th November.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 18th December.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to L. E. BROWN, General Agent, Pedder's Street.

Hongkong, 30th September, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	
ARABIA	HAVRE and HAMBURG.	5th Oct.	Freight.
Sachs	(Calling at SINGAPORE and COLOMBO.)		
KOENIGSBERG	HAVRE, BREMEN and HAMBURG.	19th Oct.	Freight and Passengers.
Christiansen	(Calling at SINGAPORE and PENANG.)		
BAMBERG	HAVRE and HAMBURG.	2nd Nov.	Freight.
Zurich	(Calling at SINGAPORE and COLOMBO.)		
SEGOVIA	HAVRE and HAMBURG.	16th Nov.	Freight.
Foerster	(Calling at SINGAPORE and PENANG.)		
MARBURG	HAVRE and HAMBURG.	30th Nov.	Freight.
Zachariasen	(Calling at SINGAPORE and COLOMBO.)		
SUEVIA	HAVRE and HAMBURG.	14th Dec.	Freight.
Borch	(Calling at SINGAPORE and PENANG.)		

HAMBURG-AMERIKA LINIE. HONGKONG OFFICE. No. 1, Queen's Building.

Hongkong, 26th September, 1901.

Insurances.

"The Time to get  
Coke is When it  
is Passing."

The time to 'take life insurance is when you can get it. One day you are insurable—the next you cannot secure insurance at any price. Do you know when your day will come? Do you know that it isn't to-day?

For rates and full particulars apply to

F. KIENE,  
The  
Equitable Life Assurance  
Society,  
Hongkong.

Hongkong, 20th September, 1901. [995c]

"L'UNION"  
FIRE INSURANCE COMPANY, LTD.  
(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates. Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent. [712c]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co. [130]

Hongkong, 28th May, 1895.

Notices of Firms.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

DURING my ABSENCE and until further Notice Mr. MOWBRAY STAFFORD NORTHCOLE has been appointed ACTING SECRETARY.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary. [1066c]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

MR. WILLIAM BASIL DIXON has this day ASSUMED CHARGE as CHIEF MANAGER.

By Order of the Board of Directors, R. SHEWAN, Chairman. [1062c]

To be Let.

TO LET.

A HOUSE in RIFON TERRACE.

Apply to "THE RETREAT" MOUNT KELLET. THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 31st July, 1901. [209c]

TO LET.

(From 1st August next).

NO. 3, ORMSBY TERRACE—KOWLOON.

Apply to PUN HUNG, 85, Queen's Road Central. Hongkong, 17th July, 1901. [761c]

TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI ROAD.

Apply to SANG KEE, 208, Des Voeux Road Central. Hongkong, 5th September, 1901. [975c]

TO LET.

NO. 1, STEWART TERRACE—THE PEAK.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 31st July, 1901. [709c]

TO LET.

GODOWN—No. 5A, DUDDLELL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 31st July, 1901. [822c]

For Sale.

FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects. For List, apply "STEAM," Cl. The Hongkong Telegraph, Hongkong, 10th August, 1901.

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS. Three years old, in Excellent Condition. For Price, &c., apply to THE ROBINSON PIANO CO. Hongkong, 27th May, 1901. [565c]

NOTICE.

NEITHER THE CARRIERS, nor the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessel during her stay in Hongkong Harbour: GELESTE BURLIN, British ship, left—Ord. HELEN A. WYMAN, American ship, Vanha—Arnhold, Karberg & Co. I. F. CHAPMAN, American ship, Chapman—Arnhold, Karberg & Co. L. SCHUPP, American ship, C. S. Kendall—Carlson & Co.

SANITARY BOARD.

At a meeting of the Sanitary Board held on Thursday afternoon, there were present the President (Dr. J. M. Atkinson, Principal Civil Medical Officer), Dr. Clark (Medical Officer of Health), Hon. W. Chatham (Acting Director of Public Works), Mr. F. J. Badely (Acting Captain Superintendent of Police), Hon. A. W. Brewin (Registrar-General), Mr. Lau Chu Pak, and Mr. J. Bryan (Sanitary Surveyor), who took the place of Mr. G. A. Woodcock, (Secretary to the Board), now recovering from an attack of malarial fever.

DRAFT BILL TO RESTRICT HEIGHT OF BUILDINGS.

A draft Bill to restrict the height of buildings, and for other purposes, came before the Board for consideration.

Dr. Clark said—The members of the Board will have gathered from the minute which I have written, and which has been circulated, that personally I do not think the Board should support this draft Bill. It proposes to prevent any further increase in the height of existing buildings which may already exceed one-and-a-half times the width of the street on which they front, but it also contains a provision to the effect that any house which is re-built may be re-erected to its present height. That is to say that if we have now a four or five-storied house fronting on a narrow street (and I have shown in my minute that there are many such) that that house can again be erected to the same height, although the street still remains extremely narrow, and the dangers of overcrowding will thus be perpetuated for another 20 to 30 years (which is the ordinary life of a Chinese house in this Colony). In other words, the Bill practically proposes to continue the status quo.

We have at the present moment an enormous amount of surface-crowding in the City of Victoria, and this Bill will do nothing whatever to mitigate it. It may possibly prevent its becoming much worse, but it will do absolutely nothing to remedy it. There are two cities in the East which have the unenviable notoriety of being hot beds of plague and those two cities are Hongkong and Bombay. Until this last week I, with other members of the community, thought the surface crowding in Bombay was in excess of that in Hongkong, while it has been generally stated that the surface crowding in Bombay was, moreover, in excess of any other city in the world. During the last week, however, an Indian Journal, published in Bombay, has been sent to me, which calls attention to the fact that Bombay may now relinquish the "bad eminence" which she has hitherto held of having the most crowded areas in the world, for it is pointed out that whereas no acre in Bombay contains more than 750 persons, there are two districts in Hongkong which contain over 800. It is not a question moreover of one or two acres only which contain this enormous population, but of no less than 30 acres in the centre of this City of Victoria, each of which contains over 800 persons. The limit of safety per acre is generally looked upon as about 200 persons, so we must regard these districts as containing four times as many people as they should do. This Bill will not abate that surface-crowding one jot. I understand it is intended simply to prevent the running up of additional stories to existing heights. If that is so, all that is necessary is to pass one clause to the effect that "no additional storey shall be added to any existing house which shall raise the height of that house to a greater extent than one-and-a-half times the width of the street on which it fronts." What the Board want and have asked for repeatedly is an enactment to the effect that "no house which is rebuilt shall exceed in height one-and-a-half times the width of the street on which it fronts." I don't think there is any necessity for us to go into the question of compensation; it is one which does not concern the Board. I don't think, however, that we should as a Board approve of this draft Bill which has been sent down to us for our opinion, but that we should repeat our recommendations, which have been made periodically since 9th June, 1898, when we first raised this question, and brought it most strongly before the Government. I beg to move: "That the Government be informed that in the opinion of this Board it is essential to the sanitary welfare of the Colony that the proviso contained in Section 2 of the draft Bill be deleted." I have another resolution dealing with the question of balconies. Perhaps you may wish to let that stand over until you decide the first question.

The President—Yes, I think it would be better. In seconding the resolution proposed by Dr. Clark, I would impress upon the members of this Board the necessity of considering this matter from a public health point of view. There is no doubt at all that, as Dr. Clark has shown, this town is the most overcrowded city in the East, to our knowledge. That being so, one measure to prevent the overcrowding will be the opposition to this Bill in the way suggested. If it is passed in the way it is now sent up for us to consider, it practically means that this proviso to Sec. 2 will not be deleted or, in other words, houses can be rebuilt to exactly the same height as those already on the site. I think the Board ought to insist, as a Board, on houses not being allowed to be erected to a height of more than one-and-a-half times the width of the street on which they front.

Mr. Chatham—I don't agree, sir, with the proposal that has been moved by Dr. Clark and seconded by yourself. Dr. Clark, in his remarks, stated that the Bill simply continued the status quo. That is not so. At present there are many houses in the Colony which do not exceed in height one-and-a-half times the width of the street, but all these houses, under the existing law, can be raised, in some cases, to a height of about three times the width of the street on which they front. That is what is aimed at by this measure. It is regarded as

a purely temporary measure which is to come immediately into force, so that the prevention of this great increase of overcrowding that must result may be arrested. Everywhere at present old houses are being pulled down and new ones of much greater height are being erected. In some cases two additional floors are contained in these new houses, and this Bill will effectually put a stop to everything of that nature. I will therefore propose: "That the Board request the Government to pass this Ordinance at its earliest possible convenience," and so render the raising of these buildings impossible.

Dr. Clark explained that he meant the status quo as regarded overcrowding and not as regarded legislation. The Bill as brought in would not diminish the overcrowding. That was a matter which concerned the Board.

Mr. Brewin expressed his willingness to second the amendment, and said he did not see why they should fight shy of the Ordinance because it did not deal with other questions.

The President—Practically this amendment means we are to be content with a small concession, hoping that we may get a larger one later on.

Mr. Chatham—It is a very big concession. The President—Not from a public health point of view. If Dr. Clark's motion is carried it will be a great improvement on the present Bill.

Mr. Chatham—I foresee many objections being raised to any Bill embodying the provisions that we all agree are desirable. I foresee objections to its passing, and meanwhile the continual raising of buildings is going on all over the city, and no one has power to stop it. If this is passed we can stop it, and make any recommendations we like to the Government. At present everywhere the state of the City is growing worse, and it is to stop this that I am anxious that the measure should be passed.

Dr. Clark—May I ask the Acting Director of Public Works to make his amendment so that it refers to Clause 2 only?

Mr. Chatham—I will agree to that.

Dr. Clark—With regard to the question of balconies referred to in clause 4, it was only two or three months ago that the Sanitary Board sent up a recommendation to the Government that no balcony should be allowed in future to be erected in a street of a less width than thirty feet. This Bill allows balconies in a street of 25 feet in width, and I think that the Board is practically bound to call the attention of the Government to this matter, and to inform them that they are still of the same opinion that balconies should only be allowed in streets of 30 feet in width. When you remember that balconies are 4 ft. 9 in. to 5 ft. wide, and you have them on both sides of your streets, they will considerably decrease the amount of air and ventilation in the streets. I will move, "That with reference to clause 4 of the Bill the Government be informed that the Board is still of the opinion that no balcony should be erected in future in any street less than 30 feet in width."

The President—I will second that.

Mr. Chatham—With regard to that matter, under the existing laws balconies can be erected in streets of 20 feet in width, so that the proposed new law effects an improvement in that matter also. It gives an increase of five feet in the width of the street and that is a very considerable step forward. In order to get the whole thing through I recommend that here also we should request the Government to pass the new Ordinance as it stands.

Mr. President—Surely it would be a greater improvement to have it 30 feet instead of 25 feet?

Mr. Chatham—With regard to that, sir, the balcony is a very mild obstruction in any street as compared with the verandah, and it is distinctly beneficial to the house. There is no question of that, because it permits all the windows to be opened to the floor so as to enable people to pass out. I think it may intercept a little light and air, yet the benefits which accrue from it compensate for that defect.

Mr. Chatham was then asked to put his previous amendment in writing, and the President read it as follows: "That the Government be asked to pass the Bill in its present form at the earliest possible date."

It was then put to the meeting and carried by four votes to two, the President and the Medical Officer of Health voting against it.

Dr. Clark—I think I am entitled to ask that my minute may be forwarded to the Government so that they may have some idea of what streets will be affected by this Bill.

The President—Yes.

PREVENTION OF SPITTING.

Correspondence was laid on the table relative to the prevention of spitting by the Chinese, especially in public places. To achieve this end, or at least to do something towards lessening the very real evil involved, 1,000 copies of the following notice have been printed in Chinese and issued:—As without a doubt consumption is spread by means of the sputum, people are advised not to spit, especially in public places where men mostly congregate.

The President explained that his object in bringing this matter before the Government was to make clear the extent to which phthisis really does exist in this Colony. The annual death-rate for phthisis in this Colony is 3.1 per 1,000 living, against 1.40 per 1,000 in England; another proof of the overcrowded and insanitary way in which the Chinese live. It was a well-known fact that consumption was spread by indiscriminate spitting; the sputum from a consumptive patient is loaded with tubercle bacilli, and when the sputum dries the bacilli are disseminated in the air and are the main cause of the spread of pulmonary tuberculosis, and it was to a certain extent to minimise the danger that he recommended the notices to be printed.

After the transaction of other business of a formal nature the Board rose.

GIRAULT for TABLE DELICACIES.

HONGKONG RIFLE ASSOCIATION.

The following are the Team and Reserves for the Imperial Rifle Match to-morrow:—Messrs. Baldwin, Blair, Lammert, Marshall, McDermott, McLennan, Mackenzie, Pidgin, Stewart, Wallace, Wake, Watson.

HONGKONG BANK ROBBERY CASE.

THE FINAL STAGE.

SIX PRISONERS FOUND GUILTY.

FOUR DISCHARGED.

Singapore, 26th September, 1901.

The trial of the ten Klings charged with being concerned in the robbery of notes from the Hongkong and Shanghai Bank concluded yesterday afternoon after an eleven days' trial. The jury found a verdict of guilty in the case of six of the prisoners, and acquitted the remaining four. The greater part of yesterday's hearing was occupied by the careful and able summing-up of Mr. Justice Hyndman-Jones. The summing-up was concluded about 3 p.m., at which hour the temporary Court House was absolutely packed with people, mostly Klings. There were also many Europeans present to await the final stage of this memorable trial. The jury, who were supplied with a copy of the indictment, retired, and were absent about three quarters of an hour, during which time the police were pretty fully occupied in keeping order among the natives whose suppressed excitement was apparent. On the jury returning to the box, the whole court jumped to its feet in expectancy, and was as speedily brought to its seat by the ushers.

In answer to the Registrar, the Foreman said the jury were unanimous in some of the charges, but in others they came to a verdict by a majority only.

His Lordship said he would like the jury to consider a little longer to see if they could not come to a unanimous verdict.

The Foreman said the majority was a large one—6 to 1—and it was only on one charge—that of conspiracy.

His Lordship again said he would be glad if the jury would further consider among themselves to see if there was any possibility of their reaching a unanimous verdict on all the counts.

Thereupon the jury conferred together; but the Foreman shortly announced that they were still of the same mind. At the request of His Lordship they again conferred and after this confabulation, as it was apparent that there was no chance of their agreeing in regard to this particular charge, the Foreman was requested to record the verdict as each charge was read out to him. The verdict was as follows:—

Abdul Kader guilty on five charges.

Nina Mahomed guilty on charges 1, 2, 5, and 6; not guilty on the 3rd and 4th charges (abettment of theft in a building and abettment of theft as a servant).

Haji Meidin, guilty on seven charges.

Singaram, guilty on two counts.

Mutu Kamaram, guilty on two counts.

Anna Munia Pillay, guilty on two counts.

Hailah (the female prisoner), not guilty on both counts charged against her.

Nor Mahomed, Abubakar, and Kupensah, not guilty (unanimous) on the first two charges; charges; not guilty (by a majority of 6 to 1) on the last charge.

His Lordship then told the last four prisoners, Hailah, Nor Mahomed, Abubakar, and Kupensah, that they were discharged and they accordingly left the dock.

His Lordship announced that he would deliver sentence on the six convicted prisoners later. His Lordship thanked the jury for their patient hearing of so long a case, and the "seven good men and true" were released.

Thereafter the huge crowd dispersed evidently not well pleased because the judge did not satisfy their curiosity by sentencing the prisoners straight off.

THE SENTENCES.

The Court this morning, when the six prisoners were brought up for sentence, was as crowded as before, if possible more so.

Addressing the prisoner Abdul Kader, His Lordship said the jury had found him guilty on all the charges brought against him. His offence was a very heinous one because he was a servant of the Bank and a trusted servant.

The sentence of the Court upon him in respect of the first, second, and last charges (the last being the charge of conspiracy to abet house-breaking in order to commit theft) would be that he be kept in rigorous imprisonment for 7 years. On the 3rd and 4th charges, the sentence of the Court was rigorous imprisonment for 3 years, the sentences to run concurrently.

Nina Mahomed's offence His Lordship said was also a heinous one since he was in the position of a servant of the Bank. The sentence in respect of the first, second, and last charges was 7 years rigorous imprisonment and in respect of the fifth charge 3 years rigorous imprisonment; the sentences to run concurrently.

Haji Meidin, His Lordship said, had been guilty of all the charges against him. He (the judge) had regard to the fact that he was not in the position of the last two prisoners and that he seemed to have been instrumental in giving information to the police. The sentence in respect of the 1st, 2nd, and last charges was 3 years rigorous imprisonment, and on the 3rd, 4th, 5th, 6th charges 3 years, the sentences to run concurrently.

Singaram, who was found guilty upon two charges, was sentenced to 3 years' rigorous imprisonment on each charge the sentences to run concurrently; and Mutu Kamaram and Anna Munia Pillay were similarly sentenced.

GIRAULT, FRESH GOODS by every MAIL.

GIRAULT, WINE and SPIRIT MERCHANT.







## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"WOOJUNG"	5th instant.
ILOILO and CEBU	"KAIFONG"	11th instant.
MANILA	"CHIKU"	12th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHIKU"	12th instant.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

**BUTTERFIELD & SWIRE, AGENTS.**

## OCEAN STEAMSHIP COMPANY, OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"NESTOR"	6th October.
" "	"DARDANUS"	15th "
" "	"MACHAON"	23rd "
" "	"PROMETHEUS"	28th "
" "	"ACHILLES"	6th November.

## HOMEWARDS, FOR LONDON.

"PYRTHUS"	15th Oct., 1901.
"CALCHAS"	29th "
"NESTOR"	12th Nov. "
"MACHAON"	26th "
FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).	
"ULYSSES"	15th Oct., 1901.
"DARDANUS"	15th Nov. "

For Freight, apply to

**BUTTERFIELD & SWIRE, Agents, O. S. S. Co.**

## INDO CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA: THE Company's Steamship

"LOONGSANG," Captain Weigall, will be despatched as above TO-MORROW, the 4th instant, at 4.30 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHIESON & Co., General Managers.

Hongkong, 2nd October, 1901. [1079c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship

"DAIGI MARU," Captain T. Kitano, will be despatched as above on SUNDAY, the 6th October.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 30th September, 1901. [1256c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOOW VIA SWATOW AND AMOY. THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched as above on WEDNESDAY, the 9th October, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th September, 1901. [1321c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FLORENCE AND TRIESTE.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"TRIESTE," Captain A. Mits, will be despatched as above on THURSDAY, the 17th October.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 28th September, 1901. [1956c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle, about Oct. 20.

THE Steamship

"STRATHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SUNDAY, the 20th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. [1032c]

SHEWAN, TOMES & CO'S

"NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ADANA," Captain A. Smith, will be despatched for the above Port on the 10th November.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 24th September, 1901. [1019c]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"SOCOTRA" FROM LONDON, ANTWERP, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 2nd October, 1901.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"TIENSIN" FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 2nd October, 1901.

## TOYO KISEN KAISHA.

## NOTICE.

CONSIGNEES OF CARGO per Steamship

"HONGKONG MARU,"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY, Acting Agent.

Hongkong, 3rd October, 1901. [17c]

## For Sale.

## NOW READY.

THE SPECIAL DESCRIPTIVE AND STATISTICAL EDITION

OF THE "HONGKONG TELEGRAPH."

TEN PAGES.

PRICE 50 CENTS.

Those desirous of obtaining copies should order early, as only a limited number has been struck off and a Second Edition cannot be printed.

The Special Edition will be mailed to any address on receipt of 56 cents to cover cost and postage.

Hongkong, 2nd May, 1901.

## NOW READY.

AN ACCOUNT OF THE RECEPTION OF H.M.S. "TERRIBLE" IN HONGKONG AND THE FESTIVITIES CONNECTED THEREWITH, WITH A WOODCUT OF THE "TERRIBLE."

To be obtained at the Office of This Paper. PRICE 30 CENTS.

As only a limited number have been printed intending purchasers should send their Orders early, for the issue of this interesting souvenir will soon be exhausted.

Hongkong, 1st June, 1900.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections; the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints, of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much in fashion to employ mercury, arsenic, and iodine, to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c.; it possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 3/6 and 4/6. In ordering, the purchaser should state which of the three remedies he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners; and without which it is a forgery.

Sold by A. S. WATSON & Co., Ltd., Hongkong, China and Manila.

## SINGAPORE, 26th September.

While the Assize Court was waiting for the return of the jury in the Hongkong and Shanghai Bank case yesterday afternoon, the charge against William Brodie, of administering a stupefying drug on board the *Envy*, commanded by Capt. Strachan, was called on.

Mr. Fort appeared with Mr. Enterson to prosecute, and Mr. Van Cuylenberg appeared for the defence of Brodie.

Mr. Fort, in opening the case to the jury, described how the *Envy* was on a voyage from Singapore when this offence was alleged to have been committed. There were on board Capt. Strachan, Wallis, a trachan who acted as first mate, Lionel Plummer, second mate, and Papah, a Papuan girl who acted as Mrs. Strachan's maid. These lived in the after-part of the ship. Brodie, who acted as cook, lived forward.

The people aft—were accustomed to take tea made by Brodie, and everything went well till the beginning of February when, about the equator, all the persons referred to above fell ill after taking tea. On various dates in February most of the persons aft were more or less affected but in different degrees. Mrs. Strachan was the worst. Capt. Strachan was seized with a feeling of cramp and pains round the heart after taking tea made with water from the kettle Brodie was in the habit of using. The Captain now suspected that he and the others were being poisoned. An examination of the kettle was made, and in it were found six cockroaches, to kill which phosphorus paste had been spread about in various parts of the ship. At first defendant was not suspected. When he was sent forward to work as an ordinary seaman the symptoms of illness abated. Subsequently Brodie made a statement incriminating himself, in which he suggested that he was instigated to commit the act by Salem, a seaman. Unfortunately Salem had died. Subsequently prisoner made a second statement incriminating himself at Singapore. Mr. Fort said it would be necessary to call extensive medical evidence in order that the jury might judge how far the symptoms of illness were consistent with phosphorus poisoning.

This morning, after the Hongkong Bank prisoners had been sentenced, the hearing of evidence was proceeded with, Captain Strachan being the first witness called. He gave details of the symptoms suffered by the persons aft and himself after drinking the tea. When the witness came to the question of the confession, Mr. Van Cuylenberg was allowed by His Lordship to cross-examine the witness because he (Mr. Van Cuylenberg) had reason to believe that the confession was extorted by threats. The witness said Brodie was always under suspicion; and he was under suspicion for this offence. The witness afterwards contradicted this, and was told by His Lordship to answer the questions. Captain Strachan was decidedly pointed in his remarks, and under cross-examination on by Mr. Van Cuylenberg became excited, so much so that he had to be "pulled up," and eventually was requested by His Lordship to behave decently in his presence. During the cross-examination there were frequent little passages at arms, and altogether the proceedings were highly amusing but hardly very edifying.

On coming to the question of an examination of Mrs. Strachan by Dr. Murray-Robertson (who witness said "acted as a perfect fool or idiot"), the Captain was told by His Lordship that the Court was willing to make all allowances for him, but if he did not respect the order of the court to answer the questions and the questions only, His Lordship would have to exercise the powers he possessed.

Witness apologised to the Court, but said he was very angry about this matter.

Further on, in the cross-examination, the witness remarked that Dr. Murray Robertson ought to be struck off the medical roll.

His Lordship interrupted him. The witness was warned that if he passed insulting remarks, he would be guilty of contempt of Court. His Lordship was there to maintain the dignity of the Court and he would maintain it. He gave the witness fair warning that if he was not more careful, he (the Judge) would exercise the power he possessed.

Capt. Strachan again apologised; and the Court soon after adjourned for tiffin.—*Strait Times*.

## OUR CIVIL SERVANTS.

SPLENDID TESTIMONY TO THEIR HIGH PHYSICAL STANDARD.

There are those who still believe that the strain of a civil service examination injures the health of the candidate. A part of the report of the Civil Service Commissioners, just issued, is directed towards rebutting that belief.

A few figures are first given. We find that the percentage of first-class clerks rejected on medical grounds is 1.7 per cent; for second division clerks 1.7 per cent; for boy clerks the mere fraction of .55 per cent.

But assistants of customs are rejected to the extent of nearly 8 per cent; women P. O. clerks 3.1 per cent; girl P. O. clerks 7.6 per cent; and female scribes 8.8 per cent. In all these, four classes, however, there are special regulations as to height and measurement which would tend to increase the rejections.

Upon these Dr. W. Miller Ord, who has conducted the medical examination since 1894, reports that the total rejections in two years, 1898-1900 consisted of one person, who was rejected twice successively for chest disease.

"The record," he adds, "is to me profoundly impressive. As, one by one, they have passed before me, their equipment for the work awaiting them has appeared to me to be, though the word may be strong, complete."

## STANDARD TYPES OF BRITISH YOUTH.

Their equipment in the physical aspect has, I think, been sufficiently recognised from the medical point of view. It may be well to add that in the way of manliness their excellence is still more striking. They have recommended themselves to me as excellent specimens of the English youth of to-day; for the most part well-set-up, clean-skinned, clean-limbed, and in all ways wholesome.

As regards the parentage of candidates, the Commissioners point out that the classes from which officers for the army are mainly supplied are army officers (in remarkably large proportion), are army landowners, manufacturers, merchants, the legal profession, the Church, the Civil Service, medical men, and engineers.

CLASSES CIVIL SERVANTS COME FROM.

The Imperial Civil Services are recruited mainly from the sons of clergymen and ministers, mercantile men, civil servants, lawyers, proprietors, schoolmasters, doctors, and tradesmen.

And on the whole the commissioners regard the open competition system as beneficial.

## A VICTORY FOR THE AMERICAN LOCOMOTIVE.

Another incident in the fight the American locomotive is making for supremacy over locomotives built in England occurred in Jamaica, a British colony, last week, with "a great victory" for the American machine, as press despatches put it, says the *Literary Digest* of 31st August. This is the second test of the respective merits of American and British locomotives that has been made in Jamaica, and both tests have resulted the same way. In the present test the American engine "drew 126 tons over the heaviest part of the line in seven minutes under schedule time," while the English locomotive (which cost twice as much) "completely failed to pull the same load, and when materially lightened failed to make even regular time." The English experts who were present, we are told, experienced "a great disappointment," and the Jamaica Government "is expected to make strong representations to the Crown Agents in London who arranged the purchases." The *New York Journal of Commerce* says:

"The English engine-builders sent some of their experts to the island in June, and of course they were bound to get the necessary work out of their machines if it were possible. This last trial has resulted like all the others, the first of which occurred in April or perhaps March, in the utter discomfiture of the British engines, though they cost fully twice as much as the American engines and were specially designed by an English expert for the work they would have to do, the leading feature of which is running over a very steep grade."

The *Chicago Tribune* remarks on the difference between American and British locomotives:

"An English engine, built in 1870, has run 4,000,000 miles and is still in service. The managers of the road to which it belongs are proud of this record. In the United States a first-class passenger-engine makes from 100,000 to 110,000 miles a year, and at the end of twenty years is supposed to be ready for the scrap heap. Seemingly, Americans are more extravagant than British railway managers; but the former do not think they are. They believe their policy is the more economical one."

As soon as a locomotive is put in service in this country it is pushed as hard as is possible in doing profitable work, on the assumption that by the time it has been driven to death there will be so many improvements in locomotives that it will be uneconomical to keep the old one in service even if it can be rebuilt. Thus when slaves were cheap a Cuban planter would reason that it was more economical to work a slave to death and buy a new one than to exact less labour from a slave and thus have his services for a longer time.

In England an engine is taken great care of. It is rested occasionally. Its life is prolonged as much as possible. Hence it is that an engine can be kept in service for thirty years. The men at the head of American railways contend that so old an engine must be an expensive one because it cannot do the cheaper work a modern engine is capable of. The American policy is vindicated by its results. Freight rates on American roads have gone down because of the fearless use of mechanical improvements by their managers. Freight rates in England are high, and do not come down. One reason is that the managers of English roads have false ideas of economy."

## PASSENGERS BOOKED FOR THE FAR EAST.

Per Messageries Maritimes steamer *Armand Rebié*, connecting with the steamer *Salazie* at Colombo, from Marseilles, Sept. 8.—To Nagasaki; Mr. Erdmann. To Haiphong: Mr. Michel, Mr. and Mrs. Malod, Mr. Gayer, Mr. Lefebvre, Mr. and Mrs. Fontaine. To Saigon: Mr. and Mrs. Hue and children. To Batavia: Mr. Mendes de Lion.

Per Messageries Maritimes steamer *Annam*, from Marseilles, Sept. 22.—To Yokohama; Mr. and Mrs. Meichersky. To Shanghai; Mr. and Mrs. Van Lier. To Hongkong; Mr. Trévoix. To Haiphong; Mr. and Mrs. Devaux. To Saigon; Mr. and Mrs. Rochouyollet and 2 children.

Per P. and O. steamer *Arcadia*, connecting with the steamer *Bengal* at Colombo, from London, Aug. 24.—To Hongkong; Miss Fenner. Mr. and Mrs. Charles Ford, Miss Sweet, Corporal W. Marsden, Mr. E. H. Codling, Mrs. Daly, Mr. J. C. Cooke. From Marseilles.—To Shanghai; Rev. and Mrs. J. Paxton and child. To Hongkong; Mr. Bremner, Mr. W. B. Dixon, Mr. W. E. Dixon. To Singapore; Mr. W. E. Sharpe.

Per P. and O. steamer *Asia*, from London.

Sept. 5.—To Shanghai; Mr. and Mrs. J. Stark, Dr. H. S. Cary, Dr. W. Shackleton, Mr. W. J. Embury, Mr. W. H. Greenaway, Mr. R. Young, Mr. C. Chenery, Mr. G. Anderson, Mr. A. Jennings, Miss Eacott. To Hongkong; Mrs. Hathorwell, Major Scott. To Bangkok; Mrs. Wood and child, Mr. C. J. Davidson. From Marseilles.—To Hongkong; Miss Radcliffe, Mr. E. T. Palmer, Mrs. Bond.

Per P. and O. steamer *Japan*, from London, Sept. 7.—To Hongkong; Mrs. Brown and 2 children; Commander and Mrs. Dawes, Mr. H. Bent, Mrs. Low and child, Lieut. Fry, Lieut. Cole, Major and Mrs. Ash, Mr. J. Low, Lieut. Grant, Sub-Lieut. Hammond.

Per P. and O. steamer *Oceania*, connecting with the steamer *Mastika*, at Colombo, from London, Sept. 19.—To Shanghai; Miss Twissell, Miss G. M. Miller, Miss A. N. Hart, Miss M. G. Saitan, Miss N. Marshall, Miss E. Baller, Miss J. Begg, Miss F. Stillman, Mr. J. West. To Hongkong; Capt. R. White, Mrs. McCubbin and child. From Brindisi, Sept. 29.—To Manila; Mr. J. M. Underwood.

Per P. and O. steamer *Borneo*, from London, Sept. 21.—To Yokohama; Mrs. and Miss Edmonds. To Shanghai; Miss Hopkins, Miss Homan, Mrs. Cecil Simpson and child, Mr. and Mrs. Thomas. To Hongkong; Miss A. M. Finney, Miss A. M. Baker, Miss Clarke, Miss Hutchinson, Miss J. C. Clarke, Mrs. Clutton, Mrs. S. Hooper, Mr. and Miss Bull, Lieut. H. Stemsbury, Miss E. J. Ramsey, Lieut. and Mrs. Walker.

Per Norddeutscher Lloyd steamer *Sachsen*, from Hamburg, Aug. 21.—To Shanghai; Mr. Knud S. Stokke, Mr. Johann Wenck. To Hongkong; Mr. Heinrich Varelmann. From Southampton, Aug. 26.—To Yokohama; Mr. and Mrs. R. J. Webb. To Shanghai; Mr. W. E. Burnet, Miss Caplin, Dr. E. C. Davenport, Mrs. Deyn and child, Miss A. Ford, Mr. D. Robertson. To Hongkong; Mr. and Mrs. H. Frevin, Miss Macfarlane, Mr. Mumford and family, Mrs. Kate Ramsey. From Genoa.—To Yokohama; Mr. Riccardo Giglio-Tos. To Kobe; Miss Anna Barth. To Tsingtau; Mr. Albert Pfeiffer. To Shanghai; Mrs. von Mollendorf, Miss Eva von Mollendorf, Miss Margaretha von Mollendorf, Miss Dora von Mollendorf, Mr. Stabszahlmeister Ross, Dr. Stuhlmann. To Hongkong; Mr. Diakon Baumann, Mr. Carl Diener, Dr. and Miss John E. Kühne, Master Hans Kühne, Miss Bertha Kühne, Miss Edy Kühne, Miss Johanna Kühne.

Per Norddeutscher Lloyd steamer *Klaus*, from Bremen, Sept. 4.—To Nagasaki; Mr. G. Chester, Mr. Gordon Kerr. To Shanghai; Mr. and Mrs. Taylor, Miss Kidson Miss Short, Dr. Hotvedt, Mr. Pereira and party, Mr. F. Neville May, Miss May, Mrs. Rees and family, Mr. and Mrs. L. M. F. Gmit and family, Mrs. Feigate, Rev. and Mrs. Hunter, Dr. W. E. Plummer, Mr. and Miss McPhail, Rev. S. C. Meach, Mrs. Harris, Dr. Cochrane, Miss Miles. To Hongkong; Mrs. Macdonald, Miss Cumber, Dr. H. Davidson, Mr. Hickie, Mrs. Kidd and children, Miss Turner and child.

## Shipping.

## Arrivals.

YAMAGUCHI MARU, Japanese steamer, 2,058, S. Yoshizawa, 4th Oct.—Bombay 17th Sept., and Singapore 28th, General.—Nippon Yusen Kaisha.

HANSA, German steamer, 1,202, Lorenzen, 4th Oct.—Manila 1st Oct., Ballast.—Wing Wo.

TAI CHEONG, German steamer, 828, H. Ahrens, 4th Oct.—Manila 2nd Oct., Ballast.—Meyer & Co.

THALES, British steamer, 893, A. J. Robson, 4th Oct.—Poochow 1st Oct., Amoy 2nd, and Swatow 3rd, General.—Douglas, Lapraik & Co.

FRANCO, French cruiser, 3,990, Adam, 4th Oct.—Amoy 3rd October.

HONGKONG, French steamer, 750, J. Pannier, 4th Oct.—Haiphong and Hoihow 3rd Oct., Rice and Pigs.—A. R. Many.

LYEEMOON, German steamer, 1,234, Th. Lehmann, 4th Oct.—Canton 3rd Oct., General.—Siemens & Co.



## NOTANDA

## CALENDAR

OCTOBER.	
Meteorological means based on fifteen years' observations to 1898.	
Barometer.....	29.82
Thermometer.....	76.2
Humidity.....	71
Rainfall.....	5.794
TO-DAY.	
WEATHER REPORT.	
Barometer.....	29.80
Thermometer.....	77.0
Humidity.....	87
Rainfall.....	42
Wind.....	36
TO-MORROW.	
Friday, 4th October, 1901.	
Chinese—22nd of 8th moon of 27th year of Kwang-shu.	
Sun—Rises.....	5hr. 54min.
Set.....	5hr. 44min.
Moon—Last Quarter 4hr. 20min. a.m.	
High water—Morning.....	5hr. 45min.
Afternoon.....	4hr. 45min.
Low water—Morning.....	9hr. 16min.
Afternoon.....	6hr. 40min.

1535—First English Bible printed.  
1884—Attack on Foreigners at Wenchow.  
1893—S. von Fries Committed Suicide at Shanghai.  
1898—Fire at Chang-tch'ou, Hunan, several lives lost and millions of dollars damage done.  
1899—Wreck of the U. S. Transport *Morgan City* at Onomichi Japan.

TO-MORROW.  
Saturday, 5th October, 1901.  
Chinese—23rd of 8th moon of 27th year of Kwang-shu.  
Sun—Rises..... 5hr. 54min.  
Set..... 5hr. 44min.  
Moon—Last Quarter 4hr. 20min. a.m.  
High water—Morning..... 5hr. 45min.  
Afternoon..... 4hr. 45min.  
Low water—Morning..... 9hr. 16min.  
Afternoon..... 6hr. 40min.

ANNIVERSARIES.  
1762—Manila taken by the British.  
1870—Shimonoseki forts attacked.  
1875—Loss of the U. S. S. Co's steamer *Hector* near Amoy.  
1881—German steamer *Quinta* driven ashore at Taichow Island, afterwards destroyed by fire. Disastrous typhoon at Haiphong and district; over 1,000 lives lost and immense damage done to property.  
1891—Typhoon at Hongkong and Macao.  
1896—The Tsar and Tsarina received by President Faure at Cherbourg.  
1897—Sir N. Hadden, prosecuted against Tsai Tsao-tai's decision in the Bennett case.  
1898—Convention for the Wei-hai-wei concession ratified in London. An ultimatum presented to the Porte demanding the commencement of the Evacuation of Crete.

## AGENDA

TO-MORROW.  
H. A. L. Co's steamer *Arabia* leaves for Europe.  
11 a.m.—Cricket Match, on the Cricket Ground.  
Noon—D. Co's steamer *Hainan* leaves for Swatow.  
Noon—P. & O. Co's steamer *Formosa* leaves for London.  
Noon—C. S. N. Co's steamer *Kimsang* leaves for Calcutta.  
4.30 p.m.—C. S. N. Co's steamer *Loong-sang* leaves for Manila.  
SUNDAY, 6th.  
O. S. K. steamer *Dalit* leaves for Tamsui via Swatow and Amoy.  
MONDAY, 7th.  
P. & O. Co's steamer *Tientsin* leaves for Singapore and Bombay.  
C. & M. Co's steamer *Esmeralda* leaves for Manila.  
Noon—N. D. L. Co's steamer *Bamberg* leaves for Yokohama and Kobe.  
C. D. M. Co's steamer *Natal* leaves for Marseilles via Bombay.  
1 p.m.—M. M. Co's steamer *Natal* leaves for Marseilles via Bombay.  
P. M. S. Co's steamer *Algoa* leaves for San Francisco.  
TUESDAY, 8th.  
C. N. Co's steamer *Kaifong* leaves for Hilo.  
N. P. Co's steamer *Queen Adelaide* leaves for Victoria, B.C.  
Noon—N. Y. K. steamer *Yamaguchi Maru* leaves for Yokohama.  
WEDNESDAY, 9th.  
Holt steamer *Laertes* due from Liverpool.  
Daylight—O. S. K. steamer *Anping Maru* leaves for Foochow via Swatow and Amoy.  
THURSDAY, 10th.  
Noon—Twenty-eight Ordinary Yearly Meeting of shareholders in the Union Insurance Society of Canton, Limited.

## SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information.  
August 3rd.  
Captain W. Faxon has taken over the command of the *Hainan*.  
Mr. Walters has joined the *Hainan* as 3rd engineer.  
September 11th.  
The officers of the *Flandria* (Capt. F. Eichbaum) are: chief officer W. Schaeke, and E. Lehmann, chief engineer M. Biesse, and C. Petersen, 3rd H. Brandt, assistant engineer, H. Dittmann.  
September 20th.  
Mr. D. Bowle is acting and officer of the *Haitan* vice Mr. Short on leave.  
Mr. Attwood has joined the same ship as 3rd officer.  
September 23rd.  
The officers of the *S. S. Diamant* (Capt. Rattenbury) are: chief officer A. J. Motley, and A. Fraser, 3rd F. M. Turner, chief engineer J. Hill, and J. Potts, 3rd D. Wilson, doctor S. Castro.

## SHIPPING AND MAIL NEWS.

MAILED DUE.  
French (*Salazar*) 7th instant.  
American (*China*) 10th instant.  
American (*Doric*) 18th instant.  
American (*Nippon Maru*) 25th instant.  
The Imperial German Mail steamer *Prinzess Irene* which left here the 4th ult., at noon arrived at Genoa on Thursday a.m., the 3rd inst.

The Ben Linn steamer *Benlomon* from Antwerp and London left Singapore yesterday for this port.

HONGKONG AND WHAMPOA DOCK RETURNS.	
<i>Georges Valentine</i> .....	from London
<i>Zafiro</i> .....	from London
<i>Monterey</i> .....	from London
<i>Cebu</i> .....	from London
<i>Kong Beng</i> .....	from London
<i>Wonia</i> .....	from London
<i>Lungtung</i> .....	from London
<i>H.M.S. Argonaut</i> .....	from London
<i>Algoa</i> .....	from London
<i>Elcano</i> .....	from London
<i>Canton River</i> .....	from London
<i>Munchan</i> .....	from London
<i>Chunwang</i> .....	from London
<i>Victoria</i> .....	from London

PASSED THE CANAL.  
Outward—10th September—*Benlomon*, *Adana*, *Sevicia*, *Cholon*, *Pembroke*, 13th September—*Armand Behic*, *Shinano Maru*, *Neslor*, *Neckar*, 17th September—*Glenshiel*, *Elrickdale*, *Foreris*, *Mercur*, 20th September—*Fronta*, *Hamburg*, *Jahon*, *Rhippeu*, *Hanover*, 24th September—*Queen Christina*, *Eraserag*, *Frane Ferdinand*, *Kiautschou*, 27th September—*Annam*, *Hitchi Maru*, *Muchan*, *Merianethshire*, *Argyll*, *Sophie Rickmers*, 1st October—*Asama*, *Prometheus*, *Zafiro*.  
Homeward—24th September—*Katowaki Maru*, 27th September—*Arara*, *Patoclus*, 1st October—*Prinzess Irene*.  
Arrivals at Home—24th September—*Neslor*, *Kong Albert*, 27th September—*Oceanien*, 1st October—*Activa*, *Katowaki Maru*.

## VISITORS AT THE HONGKONG HOTEL.

Anderson, Mr. W. H. Johnstone, Mrs. C. M.  
Andrew, Mr. D. A. Joseph, Mr. and Mrs. E. S.  
Angus, Mrs. E. A.  
Arnold, Mr. H. Kiene, Mr. and Mrs. F. S.  
Bale, Mr. W. S. King, Major H. S.  
Barlow, Mr. J. J. Lazarus, Mr. N.  
Barlow, Mr. F. C. Little, Mr. and Mrs. R. P.  
Bell, Mr. J. T. Macdonald, Mr. D.  
Berger, Mr. J. Mackie, Mr. Gordon.  
Black, Mr. J. A. Manuel, Mr. and Mrs. Brown, R. E., Major W. H.  
Buntinshaw, Major. Mrs. E. E.  
Buttsworth, Mr. C. M. F. S.  
C. meron, Mr. D. H. Michael, Mr. S. J.  
Clarke, Mr. E. H. Middleton, Mr. S.  
Codling, Mr. E. H. Milton, Mr. and Mrs. Cole, Mr. G. E. Nguta, Mr. J. G.  
Colombo, Mr. G. P. P. W.  
Colson, Mr. J. S. Patterson, Mr. T. P.  
Dauvenport, Mr. E. C. Pearce, Dr. W. W.  
Denroche, Mr. P. C. P. W.  
Devilbiss, Mr. D. M. P. W.  
Discombe, Mr. G. M. P. W.  
Dorehill, R. A., Major. Price, Mr. H.  
Dunsford, Capt. & Mrs. Radcliffe, Mr. P.  
Dyson, Major P. S. Reid, Dr. L. R.  
Edwards, Mr. F. W. Reid, Mr. A.  
Fernald, Mr. and Mrs. Robertson, Mr. W. R.  
Field, Mr. A. G. Robertson, Mr. W. O.  
Fischer, Mr. C. Schoultz, Mr. C.  
Gibson, Mr. Kennedy. Sergeant, Mr. P. W.  
Gibson, Mr. W. S. Simpson, Mr. A. E.  
Gill, Miss. Smith, Mr. T. J.  
Glover, Mr. C. Smithers, Mr. R. G.  
Gracewood, Mr. G. Smithers, Mrs. A.  
Grant, Mr. John. Snedden, Mr. E. A.  
Guignard, Mr. E. Stafford, Mr. T. E.  
Hager, Misses E. (2). Steele, Mr. and Mrs.  
Hamilton, Mrs. Steele, Miss E. L.  
Handson, Mr. B. E. Taylor, Mr. D. G.  
Hannan, Mr. G. H. Thomson, Dr. and Mrs. Hawkins, Mr. J. A. J. C. and child.  
Heckford, Mr. R. G. Tibbey, Mr. H. M.  
Hinton, Miss May. Upham, Mr. J. H.  
Howard, Mr. Thos. Wakeman, Mr. G. H.  
Howkins, Mr. and Mrs. Waite, Mr. and Mrs. Frank W.  
Hughes, Mr. W. K. Whitley, Mr. W. J. G.  
Huxley, Mr. A. N. Whitton, Mrs. J.  
Innes, Capt. Wild, Lieut. and Mrs. Irvine, Mr. E. A. Ramsall.  
Johansen, Mr. and Mrs. Woolen, Mr. J. J.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Baulton, Mr. J. F. Meston, Mr. J. R.  
Beattie, Mr. James. Miller, Mr. and Mrs.  
Bonner, Mr. J. W. C. Mumford, Mr. and Mrs.  
Brown, R. E., Col. L. F. and children.  
Brayne, Mr. H. F. R. Oustinnoff, Mr. M.  
Brusse, Mr. G. Pitt, Mr. John, R. N.  
Carrington, Sir John. Pollock, Hon. H. E.  
Carrington, Miss. Prynce, Capt. & Mrs.  
Collard, Col. A. W. Oustinnoff, Mr. M.  
Crookenden, Col. Rumsey, R. N., Hon. Davies, Mr. W.  
Dixon, Mr. W. B. Sawyer, Capt.  
Dixon, Mr. F. H. Sinclair, Mr. A.  
Ezekiel, Mr. J. S. Stokes, Mr. A. G.  
Forbes, Mr. Andrew. Thomson, Mr. J. S.  
Gaffney, Mr. Andrew. Wheeler, Mr. W. H.  
Graham, Mr. D. M. Wheeler, Colonel.  
Hamilton, Major. Wilkie, Mrs. John.  
Inglis, Mr. and Mrs. Wilgress, Mr. W. T.  
Jameson, Mr. Phillips. Wilgress, Mrs. and children.  
Jennies, Mr. H. N. Wilson, Mrs. W. and child.  
Lee, Mr. J. E. Martin, Mr. R.  
May, Mr. A. J. Wright, Mr. and Mrs. H. Taylor.  
McDermott, Mr. A. P.

GRAIGIEBURN.  
Bells, Mr. H. Hamilton, Major and Mrs. Claude.  
Brown, Mr. and Mrs. H. Matheson.  
Bruce, Mr. and Mrs. W. Helms, Mr. W.  
Crouch, Mr. J. W. Langlands, A. O. D.  
Edwards, Mr. G. H. Capt. and Mrs. P.  
Farrow, Capt. J. Pye, Mr. E. Burns.  
Georg, Mr. and Mrs. C. Surplice, Mr. and Mrs. Grimble, Mr. and Mrs. G. F. R. C.

KOWLOON HOTEL.  
Fernandez, Mr. & Mrs. Holden, Mr. Geo. H. J. B.  
Groves, Mr. and Mrs. Musgrave, Mrs. Riegen, Mr. V.

## EXORAGGA.

Hongkong, 4th October.  
ON LONDON, Telegraphic Transfer.....1/11 1/16  
Bank Bills, on demand.....1/11 1/16  
Credits, 4 months' sight.....1/11 1/16  
Dements, 4 months' sight.....1/11 1/16  
ON HEBLIN, (demand).....M. 1.96 1/2  
ON PARIS, Bank Bills, on demand.....2.43  
Credits, 4 months' sight.....2.43  
ON NEW YORK, Bank Bills, on demand.....2.46  
Credits, 30 days' sight.....47 1/2  
ON BOMBAY, Telegraphic Transfer.....144  
On demand.....144 1/2  
ON SHANGHAI, Telegraphic Transfer.....73  
Private, 30 days' sight.....30m.  
ON YOKOHAMA, T.T. 3% prem.  
Sovereigns, Bank's Buying Rate.....53.24  
Gold Leaf 100 touch, per tola.....53.35  
Bar Silver.....25 13/16  
Dollars.....nom.

## THE SHARE MARKET.

## LATEST QUOTATIONS.

(OCTOBER 4th.)

COMPANIES.	PAID UP VALUE.	LATEST QUOTATION.
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**Banks.**  
Hongkong and Shanghai Banking Corporation.....\$ 125 \$61 1/2  
The Bank of China and Japan, Limited—(Preference).....£ 5 nominal  
The Bank of China and Japan, Limited—(Ordinary).....£ 4 £0.15  
The Bank of China and Japan, Limited—(Deferred).....£ 1 £5.5  
National Bank of China, Limited.....£ 8 \$28 sellers  
Do.....£ 1 \$15 sellers

**Marine Insurances.**  
Union Insurance Society of Canton, Limited.....\$ 50 \$34 1/2 buyers  
China Traders' Insurance Company, Limited.....\$ 25 \$50 sellers  
North China Insurance Company, Limited.....\$ 25 Tels 195  
Yangtze Insurance Association, Limited.....\$ 60 \$12 1/2  
Canton Insurance Office, Limited.....\$ 50 \$16 1/2 buyers  
Straits Insurance Company, Limited.....\$ 20 nominal

**Fire Insurances.**  
Hongkong Fire Insurance Company, Limited.....\$ 50 \$34 1/2 buyers  
China Fire Insurance Company, Limited.....\$ 20 \$83 sales

**Shipping.**  
Hongkong, Canton, and Macao Steamboat Company, Limited.....\$ 15 \$34 buyers  
Indo-China Steam Navigation Company, Limited.....£ 10 \$144 buyers  
China and Manila Steamship Company, Limited.....\$ 50 \$58 sellers  
Douglas Steamship Company, Limited.....\$ 50 \$45 buyers  
China Mutual Steam Navigation Company, Limited—(Preference).....£ 10 £10 buyers  
China Mutual Steam Navigation Company, Limited—(Ordinary).....£ 5 £5 sellers  
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus).....£ 7.10 £7.10 sellers  
Star Ferry Company, Limited.....\$ 10 \$24 buyers  
"Shell" Transport and Trading Company, Limited.....£ 1 £2.10 sales

**Refineries.**  
China Sugar Refining Company, Limited.....\$ 100 \$150 sellers  
Luzon Sugar Refining Company, Limited.....\$ 100 \$34 sellers

**Mining.**  
Punjom Mining Company, Limited.....\$ 9 \$5 sellers  
Punjom Mining Preference Shares.....\$ 1 \$1.25  
Societe Francaise des Charbonnages du Tonkin.....Francs 250 \$325  
Queen Mines, Limited.....Cents 25 4 cents  
Jelabu Mining and Trading Company, Limited.....£ 5 \$14 sellers  
Raub Allain Gold Mining Company, Limited.....£ 10 \$18 buyers  
Olivers Freehold Mines, Limited A.....£ 5 nominal  
Olivers Freehold Mines, Limited B.....£ 5 nominal

**Docks, Wharves and Godowns.**  
Hongkong and Whampoa Dock Company, Limited.....\$ 50 \$490 buyers  
Hongkong and Kowloon Wharf and Godown Company, Limited.....\$ 50 \$99 sellers  
Wanchai Warehouse and Storage Company, Limited.....\$ 37 1/2 nominal  
New Amoy Dock Company, Limited.....\$ 64 \$25 buyers

**Lands, Hotels and Buildings.**  
China Provident Loan and Mortgage Company, Limited.....\$ 10 \$9.75 sellers  
Hongkong Land Investment and Agency Company, Limited.....\$ 100 \$193 buyers  
Kowloon Land and Building Company, Limited.....\$ 30 \$34 1/2 sellers  
West Point Building Company, Limited.....\$ 50 \$50 buyers  
Hongkong Hotel Company, Limited.....\$ 50 \$128 buyers  
Oriente Hotel Company, Limited.....\$ 50 \$55  
Humphrey's Estate and Finance Company, Limited.....\$ 10 \$13 1/2 sellers

**Cotton Mills.**  
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited.....\$ 10 \$12 buyers  
Ewo Cotton Spinning and Weaving Company, Limited.....Tels 100 Tels 40 buyers  
International Cotton Manufacturing Company, Limited.....Tels 100 Tels 32 1/2  
Laou-kung-mow Cotton Spinning and Weaving Company, Limited.....Tels 100 Tels 42 1/2  
Soy Chee Cotton Spinning Company, Limited.....Tels 500 Tels 260  
Yahlong Cotton Spinning Company, Limited.....Tels 100 Tels 11

**Cigar Companies.**  
Alhambra, Limited.....\$ 500 \$750 sellers  
Philippine Tobacco Trust Co., Limited.....\$ 50 \$50 nominal

**Miscellaneous.**  
Green Island Cement Company, Limited.....\$ 10 \$21 1/2 buyers  
China-Borneo Company, Limited.....\$ 15 \$38 sellers  
A. S. Watson & Co., Limited.....\$ 10 \$14 buyers  
Watkins, Limited.....\$ 10 \$10  
Hongkong Electric Company, Limited.....\$ 10 \$12 sellers  
Hongkong Electric Company, Limited.....\$ 10 \$12  
Hongkong and China Gas Company, Limited.....£ 10 £140 buyers  
Hongkong Rope Manufacturing Company, Limited.....\$ 50 \$12 1/2  
Geo. Fenwick & Co., Limited.....\$ 25 \$55 sellers  
Hongkong Ice Company, Limited.....\$ 25 \$18 1/2 buyers  
Hongkong High-Level Tramways Company, Limited.....\$ 100 \$275 buyers  
Dairy Farm Company, Limited.....\$ 6 \$8 buyers  
Hongkong and China Bakery Company, Limited.....\$ 50 \$50  
Campbell, Moore & Co., Limited.....\$ 10 \$20 buyers  
Bell's Asbestos Oriental Agency, Limited.....\$ 1 \$10  
United Asbestos Oriental Agency, Limited.....\$ 4 \$10  
Tebrun Planting Company, Limited.....\$ 5 \$2 sellers  
Universal Trading Co., Limited.....\$ 25 \$24 buyers  
Hongkong Steam Water-boat Co., Limited.....\$ 5 \$8 buyers  
China Light and Power Co., Limited.....\$ 20 \$20 sellers  
Robinson Piano Co., Limited.....\$ 50 \$50  
Manila Investment Co., Limited.....\$ 50 \$50 nominal

BENJAMIN, KELLY &amp; POTTS,

Share Brokers.

Telegraph Address—"Rialto."

Telephone No. 148.

## STEAMERS EXPECTED.

VESSEL'S NAME	FLAG & REG	CAPTAIN	FROM	AGENTS	DUE
Salazie	F str.	Girard	Salazie	Messageries M'tines	Oct. 7th
China	A str.	W. B. Seabury	Yokohama	P. M. S. S. Co.	Oct. 10th
Doric	B str.	Harry Smith	San Francisco	O. & O. S. S. Co.	Oct. 18th
Nippon Maru	J str.	W. W. Greene	San Francisco	P. & O. S. N. Co.	Oct. 25th

We would direct the attention of shipping and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give us their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

## CHINA COAST METEOROLOGICAL REGISTER.

3RD OCTOBER, 1901, P.M.

STATION.	HOUR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND.		WEATHER.
					DIRECTION.	FORCE.	
Wladivostock	2 p.m.	—	—	—	—	—	—
Kochi	"	30.14	—	—	S.	2	—
Kochi	"	30.07	—	—	SE	2	—
Nagasaki	"	29.99	—	—	NW	2	—
Kagoshima	"	29.99	—	—	E	4	—
Taihoku	1 p.m.	29.76	—	—	N	4	—
Taihu	"	29.74	—	—	N	2	—
Tainan	"	29.74	—	—	N	4	—
Koshun	"	29.77	—	—	N	6	—
Pescadores	"	29.77	—	—	N	6	—
Gutzlaff	3 p.m.	29.87	74	95	SW	4	ond
Sharp Peak	"	29.74	86	68	SE	2	b
Amoy	"	29.75	85	—	E	3	b
Swatow	"	29.79	92	47	NW	1	b
Canton	"	29.79	85	39	W	1	c
Hongkong	4 p.m.	29.76	—	—	NW	1	c
Victoria Peak	"	29.76	—	—	W	1	c
Cap Rock	"	29.76	—	—	W	1	c
Macao	1 p.m.	29.76	—	—	W	1	c
Haiphong	1 p.m.	29.69	75	92	S	1	or
Manila	4 p.m.	—	—	—	SE	1	or
Malate	3 p.m.	—	—	—	SE	1	or
Bacolod	"	29.79	83	—	SE	1	c
Hilo	"	29.80	86	—	SW	1	c
Cebu	"	—	—	—	SW	2	c
Cape S. James	"	—	—	—	—	—	—

4TH OCTOBER, 1901, A.M.

STATION.	HOUR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND.		WEATHER.
					DIRECTION.	FORCE.	
Wladivostock	7 a.m.	—	—	—	—	—	—
Kochi	10 a.m.	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Taihoku	8 a.m.	29.73	—	—	—	0	—
Taihu	"	29.69	—	—	—	0	—
Tainan	"	29.65	—	—	N	8	—
Koshun	"	29.62	—	—	SE	4	—
Pescadores	"	—	—	—	—	—	—
Gutzlaff	9 a.m.	29.96	72	90	N	3	cv
Sharp Peak	"	29.82	78	91	NNE	2	c
Amoy	"	29.78	80	78	WSW	1	c
Swatow	"	—	—	—	—	—	—
Canton	"	29.81	83	57	N	2	b
Hongkong	10 a.m.	29.80	87	42	NNE	1	c
Victoria Peak	"	—	—	—	—	—	—
Cap Rock	"	29.79	—	—	NNW	3	c
Macao	"	—	—	—	—	—	—
Haiphong	7 a.m.	—	—	—	—	—	—
Manila	9 a.m.	29.80	82	85	S	1	od
Malate	9 a.m.	—	—	—	SW	2	c
Bacolod	"	—	—	—	SSE	2	c
Hilo	"	29.90	87	—	SE	2	c
Cebu	"	29.91	85	—	SW	1	c
Cape S. James	7 a.m.	—	—	—	—	—	—

On the 3rd at 4.15 p.m. Red Drum hoisted.  
On the 4th at 10.45 a.m. The barometer has fallen over S. China and Formosa, risen to Luzon. The typhoon centre lies to the S.W. of Formosa. It is moving Northwards at present, and will most probably recurve to the N.E. Forecast—moderate to fresh N. winds; fine.

F. G. FIGG,

First Assistant.

HONGKONG OBSERVATORY,

Friday, 4th October, 1901.

## PROJECTED SAILINGS.

Destination.	Vessels.	Agents.	Date of Leaving.
ing, S'tow & Amoy.	Maiduru Maru.....	Mitsui Bussan Kaisha..	Oct. 16.
ay v. S'pore & C'mbo	Kagosima Maru.....	Nippon Yusen Kaisha..	Oct. 11, at noon.
men & Ports of Call.	Prussen.....	Welchers & Co.....	Feb. 5, at noon.
"	Hamburg.....	"	Oct. 16, at noon.
"	Sachsen.....	"	Oct. 30, at noon.
"	Kiautschou.....	"	Nov. 13, at noon.
"	Bayern.....	"	Nov. 27, at noon.
"	Stuttgart.....	"	Dec. 11, at noon.
"	König Albert.....	"	Dec. 25, at noon.
"	Prinzess Irene.....	"	Jan. 8, 1902, at noon.
"	Fritz Heinrich.....	"	Jan. 22, 1902, at noon.
now v. S'tow & Amoy.	Nippon Maru.....	Mitsui Bussan Kaisha..	Oct. 9, at daylight.
re and Hamburg.....	Arabia.....	Hamburg-Am'ka Linie..	Nov. 2.
"	Königsberg.....	"	October 5.
"	Segovia.....	"	Oct. 19.
"	Marburg.....	"	Nov. 16.
"	Suevia.....	"	Nov. 30.
"	Kaifong.....	"	Dec. 14.
lo and Cebu.....	Shinano Maru.....	Butterfield & Swire.....	Oct. 11.
oe and Yokohama.....	Ulysses.....	Nippon Yusen Kaisha..	Oct. 11, at daylight.
erpool.....	Dadanus.....	Butterfield & Swire.....	Oct. 15.
"	Pyrrhus.....	"	Nov. 15.
"	Calchas.....	"	Oct. 15.
"	Nestor.....	"	Oct. 29.
"	Marchon.....	"	Nov. 12.
"	Formosa.....	"	Nov. 20.
"	Palawan.....	P. & O. S. N. Co.....	Oct. 5, at noon.
ndon & Ports of Call.	Chingtu.....	"	Oct. 12, at noon.
mila.....	Esmeralda.....	Butterfield & Swire.....	Oct. 12.
"	Loongang.....	Shewan, Tomes & Co.....	Oct. 7, at 5 p.m.
resilles v. Ports of Call.	Natal.....	Jardine, Matheson & Co.	Oct. 5, at 4.30 p.m.
"	Oriental.....	Messageries M'times Co.	Oct. 7, at 1 p.m.
"	Malta.....	P. & O. S. N. Co.....	Mar. 29, 1902.
resilles, London, &c.	Halakata Maru.....	"	April 12, 1903.
ji, Kobe & Y'hama.....	Yamaguchi Maru.....	Nippon Yusen Kaisha..	Oct. 18, at daylight.
w York.....	Manuel Laguno.....	"	Oct. 8, at noon.
w York v. Suez Canal.	Kurdistan.....	Shewan, Tomes & Co.....	quick despatch.
"	Edinboro.....	Dodwell & Co., Ltd.....	Nov. 5.
"	Richmond Castle.....	"	Nov. 20.
"	Satsuma.....	"	Nov. end.
"	Adana.....	Shewan, Tomes & Co.....	Nov. 10.
"	Asama.....	"	Dec. 13.
aki, Kobe & Y'hama.	Kasuga Maru.....	Nippon Yusen Kaisha..	Oct. 18, at noon.
ggo and Shanghai.....	Woosung.....	Butterfield & Swire.....	Oct. 5.
ndrang, (Or.).....	Indrapura.....	Portland & Asiatic Co.....	Oct. 14.
Diego & San F'co.....	Strathgyle.....	Butterfield & Swire.....	About Oct. 20.
Francisco v. Japan.....	America Maru.....	Toyo Kisen Kaisha.....	Nov. 28, at noon.
"	Hongkong Maru.....	"	Oct. 12, at noon.
"	Nippon Maru.....	"	Nov. 5, at noon.
"	Algoa.....	Pacific Mail S.S. Co.....	Oct. 7.
"	City of Peking.....	"	Dec. 7, at noon.
"	China.....	"	Oct. 19, at noon.
"	Peru.....	"	Nov. 12, at noon.
"	Doric.....	O'Connell & O'Neil S.S. Co.	Oct. 29, at noon.
"	Coptic.....	"	Nov. 20, at noon.
"	Gaelic.....	"	Dec. 14, at noon.
anghaia.....	Coromandel.....	P. & O. S. N. Co.....	About Oct. 12.
agapore, Penang, &c.	Trieste.....	Jander, Wiedler & Co.....	Oct. 17.
agapore and Bombay.	Tientsin.....	P. & O. S. N. Co.....	About Oct. 7.
agore, Penang & C'ta.	Kuinsang.....	Jardine, Matheson & Co.	Oct. 8, at 3 p.m.
atagon.....	Haimun.....	Douglas, Laprik & Co.	Oct. 25, at noon.
dney & Melbourne.....	Australan.....	S. Livingston & Co.....	Oct. 24, at 4 p.m.
"	Yawata Maru.....	Nippon Yusen Kaisha..	Oct. 24, at 4 p.m.
msui v. Amoy & S'tow	Daigi Maru.....	Mitsui Bussan Kaisha..	Oct. 6.
ncouves, v. S'hai, &c.	Empress of Japan.....	Canadian P'fic R. Co.....	Dec. 18, at noon.
"	Empress of China.....	"	Oct. 23, at noon.
"	Empress of India.....	"	Nov. 20, at noon.
ictoria, B.C., &c.....	Glenogle.....	Dodwell & Co., Ltd.....	Nov. 26.
"	Victoria.....	"	Oct. 15.
"	Bremer.....	"	Nov. 12.
"	Queen Adelaide.....	"	Oct. 8.
hama v. S'hai & Kobe	Kinshiu Maru.....	Nippon Yusen Kaisha..	Oct. 19, at 4 p.m.
Japan.....	"	P. & O. S. N. Co.....	About Oct. 20.



## Post Office.

## A Mail will close:-

For Canton—Per *Hankow*, to-morrow, the 5th instant, at 7.30 A.M.  
 For Chefoo and Newchwang—Per *Ham Jere Kier*, to-morrow, the 5th inst., at 9 A.M.  
 For Singapore—Per *Formosa*, to-morrow, the 5th instant, at 11 A.M.  
 For Ningpo and Shanghai—Per *Woonung*, to-morrow, the 5th instant, at 11 A.M.  
 For Saigon—Per *Enima Luyken*, to-morrow, the 5th instant, at 11 A.M.  
 For Swatow—Per *Haimun*, to-morrow, the 5th instant, at 11 A.M.  
 For Macao—Per *Huangshan*, to-morrow, the 5th instant, at 1.15 P.M.  
 For Manila—Per *Loongsang*, to-morrow, the 5th instant, at 3.30 P.M.  
 For Shanghai—Per *Lycemora*, to-morrow, the 5th instant, at 4 P.M.  
 For Swatow, Amoy and Tamsui—Per *Daigi Maru*, to-morrow, the 5th instant, at 5 P.M.  
 For Hoihow and Pakhoi—Per *Hoihow*, to-morrow, the 5th instant, at 5 P.M.  
 For Hoihow and Haiphong—Per *Hongkong*, to-morrow, the 5th instant, at 5 P.M.  
 For Canton—Per *Pawan*, on Sunday, the 6th instant, at 9 A.M.  
 For Kunchuck and Samshui—Per *Tung-kong*, on Sunday, the 6th instant, at 9 A.M.  
 For Moji and San Francisco—Per *Algon*, on Monday, the 7th instant, at 10 A.M.  
 For Yokohama and Kobe—Per *Bamberg*, on Monday, the 7th instant, at 10 A.M.  
 For Europe, &c., India, via Tuticorin—Per *Nafal*, on Monday, the 7th inst., at 11 A.M.  
 For Manila—Per *Egmont*, on Monday, the 7th instant, at 1 P.M.  
 For Shanghai, Kobe, Victoria, (H.C.) and Tacoma—Per *Queen Adelaide*, on Tuesday, the 8th instant, at 11 A.M.  
 For Shanghai—Per *Tingsang*, on Tuesday, the 8th instant, at 11 A.M.  
 For Moji, Kobe and Yokohama—Per *Yamaguchi Maru*, on Tuesday, the 8th instant, at 11 A.M.  
 For Singapore, Penang and Calcutta—Per *Kamsang*, on Tuesday, the 8th inst., at 1 P.M.  
 For Nagasaki and Vladivostok—Per *Daphne*, on Wednesday, the 9th inst., at 2 P.M.  
 For Singapore, Penang and Bombay—Per *Bormida*, on Friday, the 11th inst., at 11.30 A.M.  
 For Hoihow and Cebu—Per *Katong*, on Friday, the 11th instant, at 4 P.M.  
 For Europe, &c., India, via Tuticorin—Per *Palawan*, on Saturday, the 12th instant, at 10.45 A.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Hongkong Maru*, on Saturday, the 12th inst., at 10.45 A.M.  
 For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Chinglin*, on Saturday, the 12th instant, at 4 P.M.  
 For Europe, &c., India, via Tuticorin—Per *Hamburg*, on Wednesday, the 16th instant, at 11 A.M.  
 For Moji, Kobe, Yokohama, San Diego and San Francisco—Per *Strathgyle*, on Sunday, the 20th instant, at 9 A.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of China*, on Wednesday, the 23rd instant, at 11 A.M.

## OPUM QUOTATIONS.

Hongkong, 4th October.

To-day's quotations are as follows:-  
 BENGAL—New India ..... @ 920/35  
 New Tenares ..... @ 880/50  
 Old Benares ..... @ 910/10  
 Old Patna ..... @ 920/10

PERU—This and last year's new @ 800/70  
 23 years old ..... @ 880/50  
 45 years old ..... @ 900/10  
 Puttore ..... @ 920  
 PERSIAN—Fine quality ..... @ 800/80

## VESSELS IN PORT.

## Steamers.

**ALHACRAIG**, British steamer, 2,166, E. Robertson, 3rd Oct., Moji 27th Sept. Coal—Mitsui Bussan Kaisha.  
**ALGOA**, British steamer, 1,352, Hansford, 24th Sept., Seattle 1st Aug. and Manila 21st Sept., H.M. Doddwell & Co., Ltd.  
**ANAPA**, British steamer, 2,251, Williamson, 29th Sept., New York 4th Aug. and Cebu 1st Oct., Standard Oil Co.  
**APENHAGE**, German steamer, 611, H. Lorenzen, 2nd Oct., Haiphong 28th Sept., General—Johsen & Co.  
**ARABIA**, German steamer, 4,438, Sachs, 3rd Oct., Fochow 1st Oct., General—Carlowitz & Co.  
**BAKAN MARU**, Japanese steamer, 820, F. Kawamoto, 24th Sept., Japan 17th Sept., Ballast—Japanese.  
**BAMBERG**, German steamer, 2,659, Zurbonsen, 3rd Oct., Hamburg 11th Aug. and Singapore 27th Sept., General—Siemens & Co.  
**BENLARI**, British steamer, 1,452, R. Koble, 30th Sept., Moji 25th Sept., Coal—Gibb, Livingston & Co.  
**CHOWTAI**, German steamer, 1,115, A. Müller, 29th Sept., Bangkok 23rd Sept., Rice—Butterfield & Swire.  
**CHUNSAW**, British steamer, 1,418, L. A. Muir, 24th Sept., Java 15th Sept., Sugar—Jardine, Matheson & Co.  
**DAPHNE**, German steamer, 1,290, E. Schipper, 2nd Oct., Nagasaki 27th Sept., Lumber—Siemens & Co.  
**DAIGI MARU**, Japanese steamer, 880, Kikano, 2nd Oct., Tamsui via Amoy and Swatow 1st Oct., General—Mitsui Bussan Kaisha.  
**DR. HANS JERG KIER**, Norwegian steamer, 691, Larsen, 30th Sept., Sarawak 23rd Sept., Timber—Chinese.  
**ELCANO**, American steamer, 501, R. de Alhenago, 3rd Sept., Manila 31st August, Ballast—Brandao & Co.  
**EMMA LUYKEN**, German steamer, 1,109, Schall, 30th Sept., Samarang 21st Sept., Sugar—E. A. Trading Co.  
**EMPEROR OF CHINA**, British steamer, 3,003, R. Archibald, R.N.R., 1st Oct., Vancouver (H.C.) 9th Sept. and Shanghai 28th, Mail and General—C. P. R. Co.  
**FORMOSA**, British steamer, 2,615, B. W. H. Snow, 3rd Oct., Fochow 1st Oct., General—P. & O. S. N. Co.  
**HAIMUN**, British steamer, 636, W. Passmore, 2nd Oct., Tamsui 20th Sept., Amoy 30th, and Swatow 1st Oct., General—Douglas, Lapraik & Co.  
**HANS MENZEL**, German steamer, 1,140, Nebinger, 3rd Oct., Sourabaya 20th Sept., Sugar—E. A. Trading Co.  
**HOIHOW**, British steamer, 509, M. Merlees, 2nd Oct., Pakhoi and Hoihow 1st Oct., General—A. R. Marty.  
**HOLLSTEIN**, German steamer, 1,186, H. Ipland, 2nd Oct., Saigon 27th Sept., Rice—Johsen & Co.  
**HONGKONG MARU**, Japanese steamer, 6,159, W. E. Filmer, 2nd Oct., San Francisco 4th Sept. via Honolulu 11th, Yokohama 24th, Kobe 26th, Nagasaki 27th, and Shanghai 30th, Mail and General—J. S. Van Buren.  
**INDRAPURA**, British steamer, 3,150, A. E. Hollingsworth, 29th Sept., Portland, Or. 30th Aug., General—Shewan, Tomes & Co.

**KONG BANG**, German steamer, 862, Müllermann, 24th Sept., Koh-i-chang 18th Sept., Rice—Melchers & Co.  
**KUNSAW**, British steamer, 2,778, E. J. Buller, 20th Sept., Singapore 27th Sept., General—Jardine, Matheson & Co.  
**LOONGSANG**, British steamer, 1,092, G. S. Weigall, 30th Sept., Manila 27th Sept., General—Jardine, Matheson & Co.  
**MARIE JENSEN**, German steamer, 1,771, P. Hemmert, 2nd Oct., Saigon 27th Sept., Rice—Johsen & Co.  
**MAUSANG**, British steamer, 1,204, W. D. Welsh, 25th Sept., Sandakan 17th Sept., Timber—Jardine, Matheson & Co.  
**NANSHAN**, American steamer, 1,344, E. A. Anderson, U.S.N., 29th Sept., Ghefoo 25th Sept., Navy Stores—U. S. Government.  
**NANSHAN**, British steamer, 1,299, Allan Jones, 3rd Oct., Bangkok and Cebu 25th Sept., Rice—Bradley & Co.  
**PAX**, Belgian steamer, 1,207, E. Damster, 30th Sept., Saigon 25th September, General—Melchers & Co.  
**PRONTO**, German steamer, 632, H. Grundt, 29th Sept., Saigon 24th Sept., Rice—Siemens & Co.  
**QUEEN ADELAIDE**, British steamer, 1,835, F. McNair, 1st Oct., Dalny 26th Sept., Ballast—Doddwell & Co., Ltd.  
**TAI LEE**, German steamer, 825, T. Calender, 1st Oct., Saigon 27th Sept., Rice and Flour—Meyer & Co.  
**TIENSTIN**, British steamer, 3,950, W. W. Cooke, R.N.R., 1st Oct., Bombay 13th Sept., and Singapore 25th, General—P. & O. S. N. Co.  
**TING SANG**, British steamer, 1,045, W. E. Sawyer, 29th Sept., Saigon 25th Sept., Rice—Jardine, Matheson & Co.  
**TRUONIA**, British steamer, 1,609, Powell, 20th Aug., Shanghai 16th Aug., Kerosine—Arnhold, Karberg & Co.  
**VICTORIA**, American steamer, 2,112, J. Pantan, 1st Aug., Tacoma, U.S.A. 4th July, General—Doddwell & Co., Ltd.  
**WOOSUNG**, British steamer, 1,109, M. Dowson, 3rd Oct., Canton 3rd Oct., General—Butterfield & Swire.

## Sailing Vessels.

**ALBANIA**, British ship, 1,138, W. L. Brownell, 26th Sept., Manila 4th Sept., Ballast—Master.  
**CELESTE BURRILL**, British ship, 1,764, C. A. Trefry, 29th May, Manila 9th May, Ballast—Order.  
**GEO. VALENTINE**, French bark, 766, Harbert, 23rd Aug., Haiphong 15th Aug., Ballast—Order.  
**HELEN H. WYMAN**, American ship, 1,664, D. A. Vanhoun, 10th Sept., Chefoo 28th Aug., Ballast—Arnhold, Karberg & Co.  
**I. F. CHAPMAN**, American ship, 2,013, Chapman, 10th Aug., Kobe 19th July, General—Arnhold, Karberg & Co.  
**KENTHIRE**, British ship, 2,347, Bundy, 19th Sept., New York 5th May, Oil—Standard Oil Co.  
**LAUNBERG**, American bark, 906, McDougall, 14th Aug., Cebu 6th Aug., Ballast—Master.  
**L. SCHEPP**, American ship, 1,673, Kendall, 5th July, Manila 25th June, Ballast—Carlowitz & Co.  
**LUCIA**, British ship, 640, Andersen, 2nd Oct., Rajang 6th Sept., Timber—Master.  
**MANUEL LLAGUNA**, American ship, 1,650, Nichols, 29th June, New York 3rd Mar., Kerosine Oil—Standard Oil Co.  
**SEA WITCH**, American ship, 1,172, Howes, 21st Feb., Manila 18th Feb., Ballast—Master.  
**STATE OF MAINE**, American ship, 1,467, Colcord, 8th Sept., New York 4th May, Kerosine—Standard Oil Co.  
**W. H. CONNER**, American ship, 1,614, Colcord, 26th Sept., Manila 10th Sept., Ballast—Standard Oil Co.

## HIS BRITANNIC MAJESTY'S SHIPS. ON THE CHINA STATION.

Hongkong, October 4th, 1901.  
**Alacrity**, despatch vessel, 1,700 tons, 16 guns, 3,000 h.p., Comdr. S. E. Easlake, Wei-hai-wei.  
**Albion**, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. W. W. Hewett, Hongkong.  
**Algerine**, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. W. Carey, Shanghai.  
**Arcturion**, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Stirling, Woonung.  
**Argonaut**, 1st-class cruiser, 11,000 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., Hongkong.  
**Astron**, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. C. J. Baker, Amoy.  
**Aurora**, 1st-class cruiser, 5,600 tons, 8,500 h.p., 12 guns, Capt. E. H. Hayley, C.B., Wei-hai-wei.  
**Barfleur**, 1st-class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain Sir G. J. S. Warrender, Bart., Nagasaki.  
**Blenheim**, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. Henderson, C.M.G., Taku.  
**Dramble**, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.  
**Brit**, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 h.p., Commander Sir Bouchier, Vreay, Bart., Singapore.  
**Brilliant**, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Taku.  
**Daphne**, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Fakenham, Wei-hai-wei.  
**Dido**, 2nd-class cruiser, 5,600 tons, 11 guns, 9,000 h.p., Capt. Tilly, Shanghai.  
**Edgite**, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. Stokes, Amoy.  
**Endymion**, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Paget, C.M.G., Taku.  
**Est**, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. F. Blunt, Chinkiang.  
**Fame**, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.  
**Firebrand**, 3rd-class gunboat, 455 tons, 4 guns, 360 h.p., Lt. and Beaty Pownall, Canton.  
**Glory**, 1st-class battleship, 12,500 tons, 16 guns, 13,500 h.p., Capt. Carter, Wei-hai-wei.  
**Goliath**, 1st-class battleship, 12,950 tons, 16 guns, 15,500 h.p., Capt. L. Wintz, Shanghai.  
**Hart**, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.  
**Handy**, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Com. G. C. Hardy.  
**Hummer**, storeship, 1,640 tons, 800 h.p., Com. H. J. Davidson, Shanghai.  
**Isti**, 2nd-class cruiser, 5,600 tons, 11 guns, 9,000 h.p., Capt. Charles Windham, M.V.O., Hongkong.  
**Janus**, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., in reserve.  
**Ocean**, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. Arthur J. Renniker, Huihuan, Hongkong.  
**Orlando**, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Shanghai.  
**Otter**, torpedo-boat destroyer, 350 tons, 6 guns, 3,900 h.p., Lieut. and Com. C. P. Mansel, Taku.  
**Phaetor**, sloop, 1,200 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Canton.

**Eligny**, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lt. and Comdr. Oldham, cruising.  
**Pique**, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.  
**Plover**, 1st class gunboat, 453 tons, 6 guns, 1,000 h.p., Lieut.-Comdr. U. V. de M. Gower, Shanghai.  
**Ramirez**, surveying ship, 583 tons, 650 h.p., Capt. Morris H. Smyth, Hongkong.  
**Redoubt**, 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., Lieut.-Com. C. F. Corbett, Shanghai.  
**Robin**, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. T. G. Webster, West River.  
**Rosario**, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, Hongkong.  
**Sandpiper**, British river-gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Carr, West River.  
**Snipe**, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Dalgely, Yangtze.  
**Swift**, 2nd-class gunboat, 755 tons, 6 guns, 870 h.p., in reserve Hongkong.  
**Taku**, torpedo-boat destroyer, 250 tons, in reserve Hongkong.  
**Talbot**, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. F. G. Stopford, Wei-hai-wei.  
**Tamar**, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.  
**Terrible**, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Wei-hai-wei.  
**Tweed**, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.  
**Walerail**, surveying ship, 650 tons, 450 h.p., Lieut.-Comdr. Lyne, Shanghai.  
**Whiting**, twin screw, torpedo-boat destroyer, 301 tons, 6 guns, 6,000 h.p., Lt.-Comdr. Mackenzie, U.S.O., Wei-hai-wei.  
**Wivenhoe**, coast defence gunboat, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.  
**Woodcock**, river-gunboat, 50 tons, 2 guns, 550 h.p., Lieut.-Comdr. Watson, Kiukiang.  
**Woodward**, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.  
**Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.**

**Miscellaneous.**  
**Aspern**, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.  
**Holland**, Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Capt. S. N. Sybrandt, Swatow.  
**Kaiserin Elisabeth**, Austrian cruiser, 8 guns, 4,400 tons, 9,000 h.p., Capt. Wiber, Singapore.  
**Koningin Wilhelmina der Nederlanden**, Dutch cruiser, 8 guns, 4,600 tons, 9,900 h.p., Capt. J. P. Rossum, Swatow.  
**Leopold**, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.  
**Liberal**, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.  
**Maria Theresa**, Austrian cruiser, 10 guns, 5,900 tons, 9,755 h.p., Capt. V. Bless Rüter v. Sambuch, Shanghai.  
**Piet Hein**, Dutch cruiser, 5 guns, 3,600 tons, 4,736 h.p., Capt. Jansen, Taku.  
**Zaire**, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.  
**Zenta**, Austrian cruiser, 2,200 tons, Captain Runsti, Singapore.

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

**The Russian Squadron.**  
**Admiral Korniloff**, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakoff, at Nagasaki.  
**Admiral Nakhimoff**, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Verolovsky, at Tientsin.  
**Aleout**, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskis, at Nagasaki.  
**Bobr**, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.  
**Dimitri Donssky**, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharov, at Taku.  
**Gaidamak**, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.  
**Gremiaschik**, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Mikhalovsky, at Shanghai.  
**Korolyoff**, Russian cruiser, 1,000 tons, 9 guns, 2,150 h.p., Capt. Silman, at Taku.  
**Mandjurov**, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.  
**Nazarin**, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.  
**Nayesednik**, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.  
**Olavsky**, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copranoff, at Shanghai.  
**Petrovskiy**, Russian battleship, 12,000 tons, Capt. Grevalis, at Nagasaki.  
**Polstava**, Russian battleship, 10,960 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Taku.  
**Rosita**, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Demozoff, at Nagasaki.  
**Rozhynskiy**, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.  
**Rurik**, Russian flag ship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.  
**Sevastopol**, Russian battleship, 10,900 tons, 13,600 h.p., 16 guns, Capt. Melousky, at Nagasaki.  
**Silatch**, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baranoff, at Nagasaki.  
**Sissoi Veliky**, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Molias, at Taku.  
**Stovatch**, Russian gunboat, 950 tons, twin screw, 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.  
**Swadburg**, 1st class, Russian torpedo boat, 69 tons, 13 guns, 2 torp tubes 780 h.p., speed 19.7 knots.  
**Vladimir Monomach**, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.  
**Vostok**, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.  
**Vladiv**, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Taku.  
**Zabinka**, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)  
**Delphin**, Russian torpedo boat, 350 tons, Capt. Novokovskiy, at Shanghai.  
**Foch**, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
**Ianichich**, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
**Kasatch**, Russian torpedo boat, 450 tons, Capt. Mouravieff, at Shanghai.  
**Kil**, Russian torpedo boat, 350 tons, Captain Kivarsky, at Shanghai.  
**Nargen**, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.  
**Novorossiysk**, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.  
**Podorvinski**, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
**Slava**, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
**Shat**, Russian torpedo boat, 350 tons, Captain Smirnov, at Shanghai.

**Skorshin**, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
**Spokhichin**, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
**Som**, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.  
**Sterlach**, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
**Strass**, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
**Swadburg**, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

## RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

**Rurgen**, 1st class, Russian torpedo boat, 87 tons, 1 gun, 2 torp tubes 1,100 h.p., speed 12 knots.  
**Reval**, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.  
**Ussuri**, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.  
 \* Flagship of Vice-Admiral Alexieff.  
 \* Flagship of Rear-Admiral F. Dubosoff.  
 \* Flagship of Rear-Admiral Reouloff.

## THE GERMAN SQUADRON.

**Bustard**, German cruiser, 1,600 tons, 8 guns, 3,900 h.p., Comdr. von Basewitz, at Shanghai.  
**Eurist Bismarck**, German flag ship, 11,000 tons, 36 guns, Capt. Graf Lotke, at Taku.  
**Gefion**, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.  
**Gier**, German cruiser, 1,600 tons, 8 guns, Capt. Baer, at Shanghai.  
**Hansa**, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woonung.  
**Hela**, German despatch vessel, 2,000 tons, 12 guns, Capt. Ramppold, at Woonung.  
**Hertha**, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.  
**Ilus**, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Shimer, at Canton.  
**Irene**, German cruiser, 4,200 tons, 8 guns, 2,950 h.p., Capt. Stein, at Nagasaki.  
**Jaguar**, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Fochow.  
**Kaiserin Augusta**, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gillich, at Amoy.  
**Kurfürst Friedrich Wilhelm**, German battleship, 10,100 tons, 40 guns, Capt. von Holtendorff, at Woonung.  
**Luchs**, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Shanghai.  
**Schwabe**, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.  
**Seeadler**, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.  
**Tiger**, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstätt, at Shanghai.  
**Weissenburg**, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.  
**Werrh**, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.  
**K. Wilhelm**, German battleship, at Nagasaki.  
**No. 90**, German torpedo boat, 320 tons, Capt. Hoepfer, at Shanghai.  
**No. 91**, German torpedo boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.  
**No. 92**, German torpedo boat, 320 tons, Capt. Fluiterich, at Shanghai.  
 \* Flagship of His Excellency Vice-Admiral Bendemann.  
 \*\* Flagship of Rear-Admiral Geissler.  
 \*\*\* Flagship, Rear-Admiral Kirchhoff.

## THE FRENCH SQUADRON.

**Alouette**, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.  
**Amiral Charner**, 2nd-class cruiser, 4,800 tons, Capt. Bathme, Saigon.  
**Bergu**, 2nd class despatch boat, Lt.-Comdr. De La Croix de Caillies, at Nagasaki.  
**Bugeaud**, 2nd-class cruiser, 4,000 tons, 16 guns, 9,000 h.p., Capt. Deferre, at Shanghai.  
**Chasteloup Laubard**, 2nd-class cruiser, 4,000 tons, 9,000 h.p., 18 guns, Capt. Espinay St. Luc, at Fochow.  
**Comet**, gunboat, 600 tons, Capt. Louet, at Canton.  
**Decade**, gunboat, 690 tons, Capt. Maréchal, at Taku.  
**D'Entrecasteur**, 1st class cruiser, 8,100 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Taku.  
**Desbarres**, 2nd class protected cruiser, 4,000 tons, 36 guns 531 h.p., Captain Saulne, at Shanghai.  
**Eure**, Dispatch-transport, Capt. Vallée, at Saigon.  
**Friant**, 3rd class cruiser, 3,900 tons, Capt. Adam, at Hongkong.  
**Jaur**, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Taku.  
**Kerfaut**, 3rd class cruiser, 1,900 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.  
**Lion**, gunboat, 500 tons, 8 guns, 575 h.p., Capt. Frost, at Taku.  
**Patat**, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Motet, at Shanghai.  
**Sfax**, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.  
**Surprise**, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Morret, at Shanghai.  
**Ville d'Alger**, monitor, 944 tons, Captain Bommesaur, at Hongkong.  
**Viper**, gunboat, 400 tons, Captain G. del Meneuvre, at Fochow.  
 \* Flagship of Vice-Admiral Courrejollès.

## THE AMERICAN SQUADRON.

**Albatross**, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.  
**Bannington**, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.  
**Brooklyn**, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.  
**Callao**, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.  
**Castine**, U.S. gunboat, 1,330 tons, 8 guns, 2,190 h.p., Comdr. S. W. Verry, at Shanghai.  
**Cellis**, U.S. supply ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Force, at Manila.  
**Concord**, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.  
**Culgo**, U.S. supply ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.  
**Dun Juan de Austria**, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.  
**Glacier**, U.S. supply ship, Lieut.-Comdr. A. Mett, at Manila.  
**Helena**, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.  
**Iris**, U.S. distilling ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.  
**Isla de Luzon**, U.S. gunboat, 1,330, Comdr. J. V. B. Blecker, at Manila.  
**Kenilworth**, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.  
**Manila**, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Narro, at Manila.  
**Marblehead**, U.S. gunboat, 1,000 tons, 1,500 h.p., 14 guns, Comdr. E. H. Green, at Canton.  
**Monadnock**, U.S. double-turret monitor, 4,000 tons, 6 guns, 4,000 h.p., Comdr. O. W. Farnholt, at Shanghai.  
**Monocacy**, U.S. gunboat, 1,370 tons, 8 guns, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.  
**Monterey**, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,444 h.p., Comdr. G. W. Pig